Southern Pacific Company

(PACIFIC LINES)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

165

Effective Sunday, March 26, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
Assistant General Manager.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

B. W. MITCHELL,
Superintendent.

	EASTWARD												WESTWARD								
	SECOND CLASS				**FIRST CLASS**						Time Table No. 165		**FIRST CLASS**					**THIRD CLASS**			
Capacity of Sidings in Car Lengths	**786**	**784**	**782**	**780**	**56**	**52**	**340**	**60**	**26**	Distance from San Francisco	March 26, 1944	Distance from Bakersfield	**55**	**339**	**51**	**25**	**59**	**781**	**783**	**785**	**787**
	Freight	Freight	Freight	Freight	Tehachapi	San Joaquin		West Coast	Owl				Tehachapi		San Joaquin	Owl	West Coast	Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Fresno yard BKWOP	8.00 PM	1.55 PM	8.00 AM	1.55 AM						201.8	TO-R **FRESNO YARD** Double Track E. 6.2 — W. 3.6	111.1						4.55 AM	10.30 AM	5.45 PM	11.40 PM
BKW OTYP	8.20	2.15	8.20	2.15	5.30 PM	2.00 PM	8.00 AM	12.55 AM	12.15 AM	205.5	TO-R **FRESNO** E. 3.6 — W. 3.6	107.4	s 9.45 AM	12.10 PM	s 3.30 PM	s 2.25 AM	s 3.00 AM	4.40	10.15	5.30	11.25
P	8.30	2.25	8.30	2.25	5.40	2.07	8.08	1.03	12.23	209.1	TO **CALWA TOWER** A. T. & S. F. Crossing E. 1.0 — W. 1.4	103.8	9.35	11.59 AM	3.20	2.15	2.50	4.30	10.05	5.20	11.15
No Siding P					f					210.4	**MALAGA** E. 4.3 — W. 5.1	102.5	f								
118 P	8.40	2.35	8.40	**2.38**	f 5.48	2.12	8.14	1.09	12.29	215.1	TO **FOWLER** E. 5.1 — W. 5.2	97.8	s 9.25	11.48	3.12	2.05	**2.38**	4.21	9.55	5.10	11.03
Yard Limits 125 P	8.50	2.45	8.50	2.50	s 5.57	2.19	8.22	1.16	f 12.37	220.7	**SELMA** E. 5.7 — W. 5.5	92.2	s 9.10	11.38	3.04	f 1.54	2.28	4.12	9.44	5.02	10.53
Yard Limits 102 WP	9.00	**2.58**	**9.00**	3.00	s 6.06	2.25	8.29	1.22	12.43	225.6	TO **KINGSBURG** E. 5.6 — W. 5.5	87.3	s **9.00**	11.30	**2.58**	1.44	2.20	4.03	9.33	4.53	10.43
108 P	9.10	3.08	9.09	3.09	f 6.13	2.31	8.36	1.28	12.49	231.3	**TRAVER** E. 2.5 — W. 2.1	81.6	8.46	11.22	2.51	1.37	2.12	3.54	9.21	4.44	10.32
65 P	9.14	3.12	**9.16**	3.13	6.16	2.33	**8.43**	**1.34**	12.52	233.7	**CROSS** E. 5.6 — W. 5.9	79.2	**8.43**	11.19	2.49	**1.34**	2.09	3.51	**9.16**	4.40	10.28
Yard Limits No.1-91 WYP No.2-91 No.3-70	9.22	3.21	9.24	3.21	s 6.25	**2.43**	8.52	1.44	12.57	239.1	TO-R **GOSHEN JCT.** E. 6.3 — W. 6.0	73.8	s 8.31	11.12	**2.43**	1.27	2.02	3.42	9.07	4.31	10.19
63 P	9.33	3.31	9.34	**3.31**	f 6.32	2.53	**8.58**	**1.52**	1.03	245.6	**TAGUS** E. 4.6 — W. 3.9	67.3	8.17	11.03	2.36	1.19	**1.52**	**3.31**	**8.58**	4.22	10.08
										249.7	TO **TULARE TOWER** A. T. & S. F. Crossing E. 0.1 — W. 1.0	63.2									
Yard Limits 92 P	9.42	3.40	9.44	3.40	s 6.45	s 3.03	9.08	f 2.03	s **1.10**	250.0	A. B. S. **TULARE** E. 5.5 — W. 5.3	62.9	s 7.58	10.57	s 2.28	s **1.10**	1.42	3.18	8.47	4.15	10.00
63 P	**9.50**	3.48	9.54	3.50	7.00	3.13	9.16	2.13	**1.30**	255.8	**OCTOL** E. 4.5 — W. 4.7	57.1	7.38	10.51	2.17	12.54	**1.30**	3.05	8.39	4.06	**9.50**
86 WP	9.58	**3.58**	10.04	4.00	s 7.20	3.18	9.24	2.21	1.40	260.4	TO **TIPTON** E. 6.3 — W. 6.4	52.5	s 7.28	10.44	2.13	12.46	1.18	2.56	8.31	**3.58**	9.41
96 P	10.08	4.08	10.14	4.10	s 7.30	3.25	9.31	2.28	1.49	266.8	TO **PIXLEY** E. 5.7 — W. 5.6	46.1	s 7.18	10.36	2.07	12.38	1.09	2.46	8.22	3.43	9.32
86 P	10.18	4.17	**10.28**	4.19	f 7.40	**3.30**	9.38	**2.35**	1.57	272.4	TO **EARLIMART** E. 4.4 — W. 4.2	40.5	s 7.08	**10.28**	2.02	12.30	1.02	**2.35**	8.13	**3.30**	9.24
63 P	10.25	4.25	10.36	4.27	7.45	3.34	9.43	2.40	2.02	276.5	**RADNOR** E. 4.4 — W. 4.6	36.4	6.58	10.22	1.58	12.24	12.56	2.20	8.05	3.20	9.17
Yard Limits 85 WP	10.33	4.32	10.43	4.35	s 8.00	3.39	9.48	2.45	**2.09**	280.7	TO **DELANO** E. 6.2 — W. 6.0	32.2	s 6.50	10.16	1.54	f 12.17	12.49	**2.09**	7.58	3.10	9.10
63 P	10.44	4.46	10.55	4.46	s 8.12	3.46	9.56	2.53	2.17	287.0	TO **McFARLAND** E. 4.8 — W. 5.7	25.9	s 6.35	10.09	1.47	12.09	12.41	1.49	7.49	3.00	9.00
W. 81 E. 134 KWTP	10.54	4.59	11.10	4.55	f 8.25	3.52	**10.02**	2.59	2.23	292.6	TO-R **FAMOSO** E. 4.2 — W. 3.2	20.3	f 6.23	**10.02**	1.43	12.02 AM	12.33	1.40	7.40	2.50	8.50
64 P	10.59	5.04	11.15	5.00	8.29	3.55	10.08	3.03	2.27	295.9	**SLATER** E. 4.8 — W. 4.9	17.0	6.19	9.58	1.39	11.58 PM	12.28	1.35	7.35	2.45	8.45
85 P	11.06	5.11	11.22	5.07	f **8.36**	4.01	10.13	3.08	2.32	300.5	**LERDO** E. 2.6 — W. 2.6	12.4	f 6.12	9.52	1.35	11.52	12.22	1.28	7.28	2.36	**8.36**
92 P	11.10	5.15	11.26	5.11	8.40	4.04	10.17	3.12	2.36	303.0	**PROSPERO** E. 2.6 — W. 2.4	9.9	6.08	9.48	1.32	11.48	12.18	1.24	7.24	2.31	8.26
62 P	11.15	5.20	11.31	5.16	8.45	4.08	10.21	3.16	2.41	305.8	**SACO** E. 2.2 — W. 2.4	7.1	6.04	9.44	1.29	11.44	12.13	1.19	7.19	2.26	8.20
Bakersfield yd. 82 YP	11.20	5.25	11.36	5.21	8.50	4.12	10.25	3.20	2.45	308.6	TO-R **OIL JCT.** E. 5.1 — W. 4.2	4.3	6.00	9.40	1.26	11.40	12.09 AM	1.14	7.14	2.20	8.15
BKW OTYP	**11.30 PM**	5.40 PM	11.50 AM	5.35 AM	s 9.00 PM	s 4.22 PM	10.35 AM	s 3.30 AM	s 2.55 AM	312.9	TO-R **BAKERSFIELD**	0.0	5.50 AM	9.30 AM	1.19 PM	**11.30 PM**	11.59 PM	1.00 AM	7.00 AM	2.05 PM	8.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(111.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.30) 31.74	(3.45) 29.62	(3.50) 28.59	(3.40) 30.30	(3.30) 30.68	(2.22) 45.30	(2.35) 41.57	(2.35) 41.57	(2.40) 40.27		Time over District Average Speed per Hour		(3.55) 27.42	(2.40) 40.27	(2.11) 49.16	(2.55) 36.82	(3.01) 35.60	(3.55) 28.36	(3.30) 31.74	(3.40) 30.30	(3.40) 30.30

RULE 5. Schedule time and train order time for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.

Schedule time and train order time for eastward trains at Famoso apply at junction switch of Porterville Line.

RULES 86 and 93. Second and inferior class trains, extra trains and engines except trains handling passenger equipment only must clear the time of No. 51 and No. 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for No. 51 and No. 52.

No. 52 when requested by R.P.O. Clerk reduce speed to 10 MHP, or stop at Tipton, for the safe dispatch of registered coin.

Nos. 25 and 60 stop at Delano to permit mail to be thrown into mail car door.

ADDITIONAL STATIONS:

Station	Distance
Muscatel	200.2
Wineland (Spur)	222.8
Midvalley (Spur)	243.4
Vinland (Spur)	284.5
Cawelo	299.7

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or beyond)	Frequency
60	Selma	Discharge		Stockton	Daily
60	Delano	Discharge		Stockton	Daily
56	Any Station	Discharge		Delano	Daily
55	Any Station	Discharge		Los Angeles	Daily
26	Delano	Receive & Discharge	Los Angeles	Tracy	Daily
59	Delano	Receive	Stockton		Daily
59	Tulare	Receive & Discharge	Stockton	Los Angeles	Daily
55 56	Any Station	Receive & Discharge M. of W. Employes			Daily

TEHACHAPI SUBDIVISION

	EASTWARD											WESTWARD						
	FIRST CLASS											FIRST CLASS						
Capacity of Sidings in Car Lengths	24	56	2	52	340	60	26	Distance from San Francisco	Time Table No. 165 March 26, 1944 STATIONS		Distance from Mojave	55	339	1	51	23	25	59
	Santa Fe Passenger	Tehachapi	Santa Fe Passenger	San Joaquin		West Coast	Owl					Tehachapi		Santa Fe Passenger	San Joaquin	Santa Fe Passenger	Owl	West Coast
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Bakersfield yard BKWO TYP		9.30 PM		4.32 PM	10.45 AM	3.40 AM	3.10 AM	312.9	TO-R **BAKERSFIELD** E. 0.7 — W. 0.7	A. B. S	67.8	s 5.20 AM	9.20 AM		s 1.09 PM		s 11.20 PM	s 11.48 PM
KI P	11.59 PM	9.33	5.20 PM	4.34	10.48 AM	3.43	3.13	313.6	TO-R **KERN JCT.** E. 3.4 — W. 3.4	Double Track	67.1	5.17	9.17	12.01 PM	1.06	10.30 PM	11.17	11.45
No Siding P								317.0	**MAGUNDEN** E. 3.0 — W. 3.0		63.6							
No Siding P		f						320.1	**EDISON** E. 7.1 — W. 8.1		60.6	f						
87 P								327.9	**BENA** E. 3.5 — W. 3.5	C. T. C.	52.8	4.45	8.57	11.39 AM	12.50	10.10	10.55	11.23
93 P								331.3	**ILMON** E. 3.6 — W. 3.9		49.4							
E 103 W103 WP	12.38 AM	s 10.20	5.58					335.2	**CALIENTE** E. 3.8 — W. 3.5		45.5	f 4.20		11.21	12.36 PM	9.53		
93 P								338.2	**ALLARD** E. 1.8 — W. 1.8		42.5							
W110 E 110 WP								340.5	**BEALVILLE** E. 2.6 — W. 2.5		40.2							
102 P								342.3	**CLIFF** E. 2.8 — W. 3.7		38.4							
E 83 W82 P								345.5	**ROWEN** E. 2.8 — W. 2.3		35.2							
129 WP No. 2 Sdg 73	1.16	f 11.09	6.38					348.8	**WOODFORD** E. 3.2 — W. 3.0		31.9	s 3.30		10.46		9.17		
104 P								351.8	**WALONG** E. 2.2 — W. 2.1		28.9							
W112 E 112 P								354.1	**MARCEL** E. 3.0 — W. 3.0		26.6							
88 P								356.7	**CABLE** E. 3.1 — W. 3.2		24.0							
Yd. Lmts. Sd 1,96 KI Sd2,98 WP	1.50	s 11.45	7.20	s 6.15	12.35 PM	5.30	f 5.00	360.6	TO-R **TEHACHAPI** E. 2.7 — W. 1.8	Double Track	20.1	s 2.55	7.31	10.15	s 11.34 AM	8.45	f 9.33	10.00
107 YP	1.55	11.50	7.25	6.18	12.39	5.34	5.04	362.4	**SUMMIT SWITCH** E. 2.1 — W. 2.7		18.3	2.41	7.27	10.11		8.41	9.21	9.55
76 P	2.01	s 11.57 PM	7.31	6.23	12.44	5.39	5.09	365.0	**MONOLITH** E. 3.8 — W. 2.9		15.7	s 2.35	7.20	10.06	11.27	8.36	9.16	9.48
Yard Limits YP								368.0	**ERIC** E. 1.9 — W. 1.9		12.7							
P	2.08	12.05 AM	7.38	6.32	12.51	5.46	5.16	369.9	**CAMERON** E. 4.0 — W. 4.9		10.8	f 2.23	7.10	9.56	11.19	8.26	9.06	9.38
85 P	2.16	12.13	7.46	6.40	12.58	5.53	5.23	374.3	**WARREN** E. 6.3 — W. 5.4		6.4	2.13	7.00	9.47	11.11	8.17	8.56	9.28
Yard BKWOYP	s 2.30 AM	s 12.25 AM	s 8.00 PM	s 6.52 PM	1.10 PM	s 6.05 AM	s 5.35 AM	380.7	TO-R **MOJAVE**		0.0	1.55 AM	6.40 AM	9.30 AM	10.59 AM	8.00 PM	8.38 PM	9.08 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.31) 26.66	(2.55) 23.24	(2.40) 25.16	(2.20) 29.55	(2.25) 28.05	(2.25) 28.05	(2.25) 28.05		Time over District Average Speed per Hour			(3.25) 19.84	(2.40) 25.42	(2.31) 26.66	(2.10) 31.20	(2.30) 26.84	(2.42) 25.11	(2.40) 25.42

RULE 5. Schedule time and train order time at Tehachapi apply at end of double track.

Schedule time and train order time at Summit Switch for westward first-class trains apply at crossover leading from eastward to westward main track located just west of west switch of siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
59	Tehachapi	Receive	Stockton		Daily
1 and 23	Tehachapi Woodford Caliente	Receive & Discharge	West of Bakersfield	East of Mojave	Daily
2 and 24	Tehachapi Woodford Caliente	Receive & Discharge	East of Mojave	West of Bakersfield	Daily
55 56	Any Station	Receive & Discharge M of W employes			

EASTWARD

MOJAVE SUBDIVISION

WESTWARD

	SECOND CLASS				FIRST CLASS						Time Table No. 165 March 26, 1944		FIRST CLASS					THIRD CLASS			
Capacity of Sidings in Car Lengths	808 Freight	806 Freight	804 Freight	802 Freight	52 San Joaquin	340	60 West Coast	26 Owl	56 Tehachapi	Distance from San Francisco	STATIONS	Distance from Burbank Jct.	339	51 San Joaquin	25 Owl	59 West Coast	55 Tehachapi	801 Freight	803 Freight	805 Freight	807 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BKWOYP Yard	11.05 PM	4.35 PM	10.10 AM	4.15 AM	6.57 PM	**1.20 PM**	6.15 AM	5.45 AM	12.45 AM	380.7	TO-R **MOJAVE** E.3.7 — W.3.5	90.9	6.36 AM	s 10.54 AM	s 8.28 PM	s 8.55 PM	s 1.25 AM	4.45 AM	12.50 PM	**1.20 PM**	10.15 PM
91 P	11.14	4.44	10.19	4.24	7.02	1.28	**6.23**	5.53	12.56	384.8	**FLETA** E.3.1 — W.3.1	86.8	**6.23**	10.48	8.20	8.47	1.10	4.33	12.38	1.11	10.03
92 P	11.18	4.48	10.23	**4.29**	7.05	1.32	6.27	5.57	**1.04**	387.3	**GLOSTER** E.3.2 — W.3.2	84.3	6.15	10.45	8.17	8.43	**1.04**	**4.29**	12.34	1.07	9.59
88 P	11.23	4.53	10.28	4.34	7.08	1.36	6.31	6.01	1.08	390.4	**ANSEL** E.3.8 — W.3.9	81.2	6.11	10.42	8.13	8.39	12.59	4.24	12.29	1.02	9.54
103 P	11.29	4.59	**10.38**	4.40	7.12	1.41	6.36	**6.06**	f 1.17	394.3	TO **ROSAMOND** E.5.6 — W.5.6	77.3	**6.06**	**10.38**	8.08	8.34	f 12.50	4.18	12.23	12.57	9.48
113 P	11.38	5.08	10.47	4.49	7.18	1.49	6.44	6.13	1.25	399.9	**OBAN** E.5.2 — W.5.1	71.1	5.54	10.32	8.00	8.26	12.40	4.09	12.14	12.48	9.39
Yd. Limits 120 WP	11.50 PM	5.17	10.56	4.58	f 7.26	1.57	6.52	6.25	s 1.45	405.5	TO **LANCASTER** E.4.8 — W.4.9	66.1	5.45	s 10.25	f 7.50	8.17	s 12.30	4.00	12.05 PM	12.39	9.30
113 P	**12.05 AM**	5.24	11.03	5.05	7.30	2.02	6.57	6.30	1.51	409.8	**DENIS** E.3.7 — W.3.4	61.8	5.39	10.18	7.42	8.08	**12.05 AM**	3.53	11.58 AM	12.33	9.23
76 Yd. Lmts. WY P	12.11	5.30	11.09	5.11	**7.34**	2.08	7.03	6.36	s 2.05	413.8	TO-R **PALMDALE** E.2.3 — W.2.5	57.8	5.34		**7.34**	8.02	s 11.55 PM	3.47	11.52	12.27	9.17
97 P	12.18	5.37	11.16	**5.29**	7.38	2.12	7.07	6.41	2.12	416.3	**HAROLD** E.4.5 — W.4.6	55.3	**5.29**	10.12	7.27	7.57	11.45	3.40	11.45	12.20	9.10
E. 100 Yd.Lts. W.100 IYP	12.35	5.55	**11.33**	5.46	**7.46**	2.22	7.17	6.51	2.25	420.5	TO **VINCENT** E.4.8 — W.4.6	51.1	5.19	10.04	7.18	**7.46**	11.35	3.27	**11.33**	12.08 PM	8.58
91 P	12.49	6.09	**11.55 AM**	5.59	7.56	2.32	7.27	7.01	2.37	425.0	**PARIS** E.1.2 — W.0.5	46.6	5.09	9.55	7.08	7.35	11.25	3.13	11.20	**11.55 AM**	8.45
(Spur 13) P									f 2.42	426.1	**ACTON** E.2.7 — W.3.5	45.5					f 11.20				
Sdg. 1,99 WP Sdg. 2,44	1.01	6.21	12.08 PM	6.11	8.04	2.41	7.36	7.10	f **2.53**	429.0	A. B. S. TO **RAVENNA** E.5.1 — W.5.0	42.6	5.00	9.47	6.59	7.27	f 11.12	**2.53**	11.08	11.43	8.33
87 P	1.18	**6.47**	12.33	6.28	**8.16**	2.54	7.49	7.23	3.10	434.6	**RUSS** E.4.3 — W.4.5	37.0	4.46	9.35	**6.47**	7.15	10.58	2.28	10.51	11.26	**8.16**
105 P	1.29	**7.06**	12.46	6.39	8.25	3.04	7.59	7.33	f 3.22	438.7 438.8	TO **LANG** E.4.5 — W.4.3	32.8	4.36	9.26	6.38	**7.06**	f 10.49	2.15	10.38	11.13	7.56
91 P	1.41	7.21	12.59	6.52	8.34	3.13	8.08	7.42	3.32	443.1	**HUMPHREYS** E.3.9 — W.3.9	28.5	4.26		6.28	6.57	f 10.39	2.03	10.26	11.01	7.43
87 P	**1.52**	**7.32**	1.10	7.03	8.42	3.22	8.17	7.51	3.42	446.9	**HONBY** E.3.2 — W.4.0	24.7	4.16	9.09	6.19	6.48	10.30	**1.52**	10.15	10.50	**7.32**
W.93 Yd. Lmts M.23 W E.103 OIYP					8.50	3.31	8.26	f 8.01	s **4.05**	450.6	TO-R **SAUGUS** E.2.8 — W.1.7	21.0	**4.05**	9.02	s 6.10	6.40	s 10.20	1.42	10.05	10.39	7.13
177 IP	2.24	7.50	1.26	7.18	8.55	3.36	8.35	8.07	f 4.14	453.0	**NEWHALL** E.3.8 — W.3.9	18.6	3.59	8.57	6.02	6.32	f 9.55	1.34	9.57	10.31	7.05
56 P	2.37	8.10	1.39	7.30					4.28	456.6	TO **TUNNEL** E.2.0 — W.2.2	15.0						1.24	9.47	10.21	6.55
78 P	2.46	8.21	1.48	7.39	9.06	3.51	**8.46**	8.22	4.36	459.2	**SYLMAR** E.2.6 — W.2.8	12.4	3.48	**8.46**	5.51	6.21	9.42	1.17	9.29	10.14	6.47
Yd. Limits 98 WP	2.53	8.28	1.55	7.46	9.11	3.56	8.55	8.27	s 4.47	461.8	TO **SAN FERNANDO** E.1.9 — W.1.7	9.8	3.44	8.42	5.46	6.16	s 9.35	1.10	9.22	10.07	6.40
79 P	2.57	8.32	1.59	7.50	9.15	4.01	8.59	**8.39**	f 4.55	463.4	**PACOIMA** E.2.2 — W.2.0	8.2	3.41	**8.39**	5.42	6.12	9.27	12.55	9.18	10.03	6.35
P										465.6	**WAHOO** E.2.0 — W.2.3	6.0									
91 P	3.08	8.42	2.10	8.05	**9.21**	4.09	**9.08**	8.49	f 5.10	467.9	**ROSCOE** E.4.3 — W.3.3	3.7	3.35		5.36	6.06	s **9.21**	12.43	**9.08**	9.53	6.25
83 PI	3.18 AM	8.50 PM	2.20 PM	8.20 AM	9.29 PM	4.15 PM	9.20 AM	8.54 AM	5.25 AM	471.6	TO **BURBANK JCT.** 90.9	0.0	3.30 AM	8.29 AM	5.31 PM	6.01 PM	9.12 PM	12.35 AM	8.55 AM	9.45 AM	6.10 PM

TIME AT GLENDALE, LOS ANGELES YARD AND LOS ANGELES (LAUPT) FOR INFORMATION ONLY. SEE LOS ANGELES DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN BURBANK JCT. AND LOS ANGELES.

	808	806	804	802	52	340	60	26	56				339	51	25	59	55	801	803	805	807
					9.40 PM	4.25 PM	9.32 AM	9.07 AM	5.50 AM	477.1	E.5.5 — W.5.5 **GLENDALE** E.2.6 — W.2.6		3.22 AM	8.21 AM	5.23 PM	5.53 PM	9.01 PM				
	3.55 AM	9.15 PM	2.45 PM	8.45 AM						479.7	A. B. S. **LOS ANGELES YARD** D. T. E.3.1 — W.3.1							12.10 AM	8.30 AM	9.20 AM	5.45 PM
					10.00 PM	4.45 PM	9.55 AM	9.30 AM	6.15 AM	482.8	**LOS ANGELES (LAUPT)**		3.00 AM	8.00 AM	5.00 PM	5.30 PM	8.25 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.13) 21.55	(4.15) 21.39	(4.10) 21.81	(4.05) 22.25	(2.29) 36.64	(2.55) 31.16	(3.05) 29.47	(3.09) 28.85	(4.40) 19.47		Time over District Average Speed per Hour		(3.01) 30.13	(2.25) 37.77	(2.57) 30.81	(2.54) 31.34	(4.13) 21.56	(4.10) 21.81	(3.55) 23.20	(3.35) 25.32	(4.05) 22.25

RULE 5. Schedule time and train order time at Ravenna apply to No. 2 siding (south of main track).

Schedule time and train order time for first class trains at Saugus apply at Middle siding.

Schedule time and train order time at Burbank Jct. apply at end of double track.

RULES 86 and 93. Second and inferior class trains, extra trains and engines except trains handling passenger equipment only must clear the time of No. 51 and No. 52 not less than ten minutes and must be clear of main track and insulated joints at meeting and passing points for No. 51 and No. 52.

Intermediate Spur: Consolidated Rock MP 465.1 capacity 10 cars.

No. 51 when requested by RPO clerk will reduce speed to 10 MPH, or stop at San Fernando, Newhall and Saugus for the safe dispatch of registered coin.

No. 52 reduce speed to 10 MPH at Lancaster to permit mail to be thrown into mail car.

No. 25 reduce speed to 10 MPH at San Fernando to permit mail to be thrown into mail car.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Lancaster	Receive & Discharge	Glendale	Fresno	Daily
26	Palmdale	Receive & Discharge	Glendale	Fresno	Daily
59	Lancaster	Receive	Stockton		Daily
60	Lancaster	Discharge		Fresno	Daily
25	Palmdale	Receive & Discharge	Fresno	Glendale	Daily
25	San Fernando	Receive	Fresno		Daily
59	San Fernando	Receive	Fresno		Daily
59	Saugus	Receive	Fresno		Daily
26	San Fernando	Receive & Discharge	Colton	Fresno	Daily
60	Saugus	Discharge		Stockton	Daily
60	San Fernando	Discharge		Stockton	Daily
55 56	Any Station	Receive & Discharge M of W employes			

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco			STATIONS	Westward Distance from Famosa
Fresno yd. BKWO TYP	205.5		TO-R	FRESNO	104.3
				E. 1.5 — W. 1.5	
I	207.0		TO	SUNMAID TOWER A. T. & S. F. Crossing	102.8
				E. 4.9 — W. 4.9	
Spur P	211.8			BUTLER	98.0
				E. 1.0 — W. 1.3	
PY	213.0			LOCANS	96.8
				E. 1.5 — W. 1.5	
27 P	214.5			IVESTA	95.3
				E. 1.4 — W. 1.9	
80 P	215.9			CLOTHO	93.9
				E. 3.5 — W. 3.6	
Yard Limits 93 WP	219.8		TO	SANGER	90.0
				E. 6.0 — W. 5.4	
P	225.3			FARGO	84.5
				E. 2.6 — W. 2.5	
P	227.9			LACJAC	81.9
				E. 0.3 — W. 0.1	
	228.0			A. T. & S. F. Crossing (Stop)	81.8
				E. 1.5 — W. 2.4	
Yard Limits 89 P	229.9		TO	REEDLEY	79.9
				E. 5.1 — W. 4.9	
Yard Limits 67 WP	235.0		TO	DINUBA	74.8
				E. 4.9 — W. 4.5	
P	239.6			MONSON	70.2
				E. 4.2 — W. 3.8	
	243.6			A. T. & S. F. Crossing (Stop)	66.2
				E. 2.8 — W. 3.0	
25 P	246.4			TAURUSA	63.4
				E. 2.9 — W. 2.9	
18	249.4			IVANHOE	60.4
				E. 7.7 — W. 8.3	
Yard Limits 77 KWYP	257.4	A. B. S.	TO-R	EXETER	52.4
				E. 4.1 — W. 3.3	
No Siding	260.5			BURR	49.3
				E. 2.5 — W. 3.6	
Yard Limits 124 P	264.3		TO	LINDSAY	45.5
				E. 4.6 — W. 4.2	
38	268.6			STRATHMORE	41.2
				E. 2.6 — W. 2.2	
No Siding	270.9			ZANTE	38.9
				E. 3.5 — W. 3.5	
P	274.4			PORTERVILLE	35.4
				E. 0.4 — W. 0.6	
Yard Limits 48 BKWOYP	274.8		TO-R	PORTERVILLE-OLIVE ST.	35.0
				E. 1.6 — W. 1.3	
Spur	276.5			PONCA	33.3
				E. 1.6 — W. 1.7	
Spur	278.0			LOIS	31.8
				E. 4.6 — W. 4.6	
P	282.6			TERRA BELLA	27.2
				E. 4.0 — W. 4.5	
72 KP	287.1		TO-R	DUCOR	22.7
				E. 3.3 — W. 2.9	
P	290.0			ORRIS	19.8
				E. 1.7 — W. 1.4	
Spur	291.5			VESTAL	18.3
				E. 2.7 — W. 3.4	
72 YP	294.9		R	RICHGROVE	14.9
				E. 4.6 — W. 4.1	
25 P	299.0			JASMIN	10.8
				E. 9.9 — W. 10.8	
KWTP	309.8		TO-R	FAMOSO	0.0
				(104.3)	

........Time over District........
......Average Speed per Hour......

ADDITIONAL STATIONS:

Basic	209.0
Goldleaf	209.9
State Center (at end of spur from Goldleaf)	210.8
Rusconi (Spur)	221.8
Uva (Spur)	227.1
Lort (Spur)	254.0
Vance	262.8
Stout (Spur)	265.8
Lisko (Spur)	272.2
Quality	295.9

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Success Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Success
Yard Limits 42 BKWOYP	274.8	TO-R	PORTERVILLE-OLIVE ST.	7.6
			E. 0.8 — W. 0.4	
	275.6		A. T. & S. F. Crossing (Stop)	6.8
			E. 4.2 — W. 4.5	
21	280.0		WORTH	2.4
			E. 2.4 — W. 2.3	
32	282.4		SUCCESS	0.0
			(7.6)	

........Time over District........
......Average Speed per Hour......

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Richgrove Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Jovista
75 YP	294.9	R	RICHGROVE	4.1
			E. 2.4 — W. 2.9	
50	297.6		TROCHA	1.4
			E. 1.5 — W. 1.0	
40	299.0		JOVISTA	0.0
			(4.1)	

........Time over District........
......Average Speed per Hour......

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Visalia Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco			STATIONS	Westward Distance from Exeter
Yard Limits 101 WOYP	245.3		TO-R	GOSHEN JCT.	17.9
				E. 7.7 — W. 7.3	
Yard Limits P	253.1			VISALIA	10.1
				E. 0.2 — W. 0.3	
	253.2			A. T. & S. F. CROSSING (Stop)	10.0
				E. 2.0 — W. 1.7	
P	255.2			AMBLER	8.0
				E. 1.8 — W. 1.8	
Spur	257.3			RECTOR	5.9
				E. 1.8 — W. 0.1	
28 P	259.0			FARMERSVILLE	4.2
				E. 3.7 — W. 4.6	
Yard Limits 77 KWYP	263.2	A.B.S.	TO-R	EXETER	0.0
				(17.9)	

........Time over District........
......Average Speed per Hour......

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Riverdale Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Goshen Jct.
	181.9		INGLE	64.6
			E. 4.9 — W. 5.1	
15	187.2		TRANQUILITY	59.3
			E. 4.6 — W. 4.8	
37	191.7		SAN JOAQUIN	54.8
			E. 3.2 — W. 2.8	
No Siding	195.0		CALDWELL	51.5
			E. 4.0 — W. 4.4	
34	199.1	TO	HELM	47.4
			E. 7.2 — W. 7.1	
18	206.3		BURRELL	40.2
			E. 8.4 — W. 8.4	
18	214.7	TO	RIVERDALE	31.8
			E. 4.6 — W. 4.4	
Spur	219.3		HUB	27.2
			E. 1.8 — W. 1.8	
	221.1		L. & W. Ry. Crossing (Stop)	25.4
			E. 3.4 — W. 3.4	
No Siding	224.2 223.0		HARDWICK	22.3
			E. 5.8 — W. 6.0	
E 41 Yd. Limits W 18 WYP	229.1	TO-R	ARMONA	16.2
			E. 3.2 — W. 3.0	
I	232.2		A. T. & S. F. CROSSING	13.1
			E. 0.1 — W. 0.8	
Yard Limits 70	232.5	TO	HANFORD	12.8
			E. 1.6 — W. 0.8	
Spur	233.9		SHELL	11.4
			E. 3.4 — W. 3.8	
No Siding	237.6		REMNOY	7.7
			E. 8.2 — W. 7.6	
Yard Limits 101 WOYP	245.3	TO-R	GOSHEN JCT.	0.0
			(64.6)	

........Time over District........
......Average Speed per Hour......

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Stratford Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Stratford
47	244.1	TO	STRATFORD	0.0
			E. 4.0 — W. 3.7	
Spur	239.9		CUNEO	4.2
			E. 3.4 — W. 3.9	
17 YP	236.5		ROSSI	7.6
			(7.6)	

........Time over District........
......Average Speed per Hour......

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Coalinga Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Armona
Yard Limits BKYP	268.4	TO-R	COALINGA	39.1
			E. 2.1 — W. 2.3	
20 P	266.7		ORA	37.4
			E. 6.4 — W. 6.4	
21 P	260.0		TURK	30.7
			E. 7.1 — W. 7.3	
44 P	252.7	TO	HURON	23.4
			E. 6.5 — W. 6.6	
53 P	246.1		WESTHAVEN	16.8
			E. 1.9 — W. 1.3	
Spur	244.0		VANGUARD	14.7
			E. 8.1 — W. 8.3	
17 YP	236.5	R	ROSSI	7.2
			E. 1.1 — W. 1.0	
16 Spur	235.4		HEINLEN	6.1
			E. 1.3 — W. 1.9	
61 P	233.9	TO	LEMOORE	4.6
			E. 4.6 — W. 4.1	
E 41 Yd. Limits W 18 WYP	229.3	TO-R	ARMONA	0.0
			(39.1)	

........Time over District........
......Average Speed per Hour......

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Clovis Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Friant
Fresno yard BKWO TYP	205.5	TO-R	FRESNO	24.4
			E. 1.6 — W. 1.0	
I	207.1		FRESNO TOWER A. T. & S. F. CROSSING	22.8
			E. 2.3 — W. 2.3	
Spur	209.4		BARTON	20.5
			E. 2.2 — W. 2.2	
Spur	211.6		GRANZ	18.3
			E. 0.2 — W. 0.2	
Spur	211.8		MALTERMORO	18.1
			E. 1.0 — W. 1.2	
18	212.9		LAS PALMAS	17.0
			E. 0.5 — W. 0.3	
	213.2		FRESNO INTERURBAN RY. CROSSING	16.7
			E. 0.8 — W. 0.8	
No Siding	213.9		VANRIS	16.0
			E. 0.7 — W. 1.1	
33	214.9		TARPEY	15.0
			E. 1.6 — W. 1.5	
24	216.1		MELVIN	13.8
			E. 1.0 — W. 1.1	
42 W	217.4	TO	CLOVIS	12.5
			E. 1.2 — W. 0.8	
14	218.5		GLORIETTA	11.4
			E. 2.3 — W. 2.7	
Y	220.9		PINEDALE	9.0
			E. 1.8 — W. 1.9	
43	222.9		GORDON	7.0
			E. 3.2 — W. 2.7	
	225.7		ROCKFIELD	4.2
			E. 4.0 — W. 4.2	
Yard Limits WT	229.9	TO	FRIANT	0.0
			(24.4)	

........Time over District........
......Average Speed per Hour......

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

McKittrick Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from McKittrick
Bakersfield yd. KI	313.6	TO-R	**KERN JCT.** E. 1.7 — W. 1.7	47.0
Bakersfield yd. P	315.3		**BAKERSFIELD CORRALS** E. 1.4 — W. 1.6	45.3
15	316.7		**STRADER** E. 2.0 — W. 2.2	43.9
45 P	318.8		**WIBLE ORCHARD** E. 1.7 — W. 1.4	41.8
7	320.5		**VENOLA** E. 2.1 — W. 2.3	40.1
20 P	322.6	R	**GOSFORD** E. 5.8 — W. 5.9	38.0
47	328.4		**STEVENS** E. 7.6 — W. 7.5	32.2
14	336.1		**RIO BRAVO** E. 9.6 — W. 9.4	24.5
	345.4		**KILOWATT** E. 0.3 — W. 1.2	15.2
88	346.3	TO	**BUTTONWILLOW** E. 4.5 — W. 4.3	14.3
	350.5		**LOKERN** E. 10.1 — W. 9.7	10.1
32 Y	360.6	TO	**McKITTRICK**	0.0
			(47.0)	

FRESNO SUBDIVISION

Time Table No. 165

March 26, 1944

Oil City Branch

Capacity of Sidings in Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Oil City
Bakersfield Yard	308.6	TO-R	**OIL JCT.** E. 1.9 — W. 2.2	5.1
Bakersfield Yard	310.5		**SEGURO** E. 3.2 — W. 3.0	3.2
Bakersfield Yard	313.7		**OIL CITY**	0.0
			(5.1)	

TEHACHAPI SUBDIVISION

Time Table No. 165

March 26, 1944

Arvin Branch

Capacity of Sidings and Car Lengths	Eastward Distance from San Francisco	STATIONS	Westward Distance from Arvin
	316.6	**MAGUNDEN** E. 0.3 — W. 0.3	16.5
P	316.9	**ALGOSO** E. 4.4 — W. 4.4	16.2
	321.1	**HARPERTOWN** E. 3.3 — W. 3.3	12.0
	324.6	**LAMONT** E. 2.2 — W. 2.9	8.5
60	326.8	**RIBIER** E. 2.0 — W. 2.0	6.3
P	328.8	**DI GIORGIO** E. 4.4 — W. 4.3	4.3
YPW	333.1	**ARVIN**	0.0
		(16.5)	

Additional Station: PATCH........325.9

MOJAVE SUBDIVISION

(Narrow Gauge)

Time Table No. 165

March 26, 1944

Keeler Branch

Capacity of Sidings and Car Lengths	Eastward Distance from San Francisco		STATIONS	Westward Distance from Keeler
Yard Limits WOTP	506.8	TO-R	**LAWS** E. 5.1 — W. 4.8	70.4
20	511.7		**BIGELOW** E. 11.0 — W. 11.0	65.5
14 P	522.7		**ZURICH** E. 2.7 — W. 2.8	54.5
40	525.5		**MONOLA** E. 1.5 — W. 1.2	51.7
10	526.8		**BENEME** E. 9.5 — W. 9.7	50.4
20 PW	536.9 536.2		**ABERDEEN** E. 13.9 — W. 13.8	40.3
14 PW	550.1		**KEARSARGE** E. 5.2 — W. 5.1	26.4
8	555.2		**MANZANAR** E. 4.4 — W. 4.8	21.3
Yard Limits BKOTP	559.8	TO-R	**OWENYO** E. 3.9 — W. 3.7	16.7
14	563.7		**MT. WHITNEY** E. 5.1 — W. 4.9	12.8
Spur	568.7		**ALICO** E. 1.5 — W. 1.5	7.8
Spur	570.2		**DOLOMITE** E. 0.9 — W. 0.9	6.3
Spur	571.4		**MOCK** E. 1.2 — W. 1.2	5.1
6	572.2		**TRAMWAY** E. 4.2 — W. 4.2	4.3
Yard Limits WYBK	576.5	TO-R	**KEELER**	0.0
			(70.4)	

MOJAVE SUBDIVISION

Time Table No. 165

March 26, 1944

Owenyo Branch

Capacity of Sidings in Car Lengths	EASTWARD THIRD CLASS 792 Freight Leave Daily Ex. Sunday	EASTWARD SECOND CLASS 790 Freight Leave Daily	Distance from San Francisco		STATIONS	Distance from Owenyo	WESTWARD THIRD CLASS 791 Freight Arrive Daily Ex. Monday
Mojave yard BKWO YP		9.00 PM	380.7	TO-R	**MOJAVE** E. 0.9 — W. 1.1	143.5	1.50 AM
Mojave yard 52		9.04	380.8		**CHAFFEE** E. 12.0 — W. 12.0	142.2	1.40
54		9.30	392.9		**NEURALIA** E. 10.0 — W. 9.7	130.1	1.05
E 53 W W 25		10.00	402.5		**CANTIL** E. 3.0 — W. 2.6	120.5	12.35
Spur			405.3		**GYPSITE** E. 2.3 — W. 2.4	117.7	
19		10.15	407.5		**CENEDA** E. 0.8 — W. 0.8	115.5	12.13
Spur		10.18	408.5		**SALTDALE** E. 3.3 — W. 3.7	114.5	12.10 AM
52		10.30	412.2		**GARLOCK** E. 8.7 — W. 8.8	110.8	11.55 PM
53		10.55	420.5		**RAND** E. 7.4 — W. 7.6	102.5	11.35
Yard Limits 62 Y	12.01 AM	**11.15 PM**	428.4	TO-R	**SEARLES** E. 10.2 — W. 10.0	94.6	**11.15**
57	12.35		438.3		**CODE** E. 8.6 — W. 8.6	84.7	9.50
54	1.00		447.2		**INYOKERN** E. 9.4 — W. 9.1	75.8	9.30
27	1.20		456.3		**BROWN** E. 4.1 — W. 3.8	66.7	9.05
Spur	1.30		460.7		**LINNIE** E. 7.8 — W. 8.2	62.3	8.45
43	1.50		468.3		**LITTLE LAKE** E. 7.8 — W. 7.7	54.7	8.25
32	2.10		475.6		**SYKES** E. 12.6 — W. 12.6	47.4	8.05
32	2.45		488.5		**LOCO** E. 4.8 — W. 4.8	34.5	7.35
32	2.55		493.3		**OLANCHA** E. 4.5 — W. 4.5	29.7	7.25
32	3.00		497.7		**CARTAGO** E. 11.6 — W. 11.4	25.3	7.15
Spur			509.2		**BARTLETT** E. 9.2 — W. 9.9	13.8	
E 43 W 58	4.00		518.8		**LONE PINE** E. 4.4 — W. 3.8	4.2	6.15
Yard Limits 45 BKOY	4.15 AM		523.0	TO-R	**OWENYO**	0.0	6.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily			(143.5)		Leave Daily Ex. Sunday
	(4.14) 22.34	(2.15) 21.73			........Time over District........ ......Average Speed per Hour......		(7.50) 18.32

Water Tanks at: M. P. 450.0
M. P. 484.1
M. P. 512.8

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service	65 Market St., San Francisco
Fresno	N. Nielsen, 1236 Fulton St.
Tulare	Jack Farrar
Porterville	Sam A. Janzen, 429 N. Main St.
Coalinga	A. Rees
Hanford	Hanford Jewelry Co.
Visalia	A. G. Hooper, 111 W. Main St.
Bakersfield	J. N. Cheney, 1425 19th St.—901 Baker St.
Mojave	C. E. Miller
Glendale	J. R. Leaney, 112 W. Broadway
Los Angeles	Baehr-Bakula Inc., 103 Pacific Electric Bldg.
Los Angeles	Geo. D. Davidson Co., 445 S. Spring St.
Los Angeles	O. H. Patzer, 2708 North Broadway
Los Angeles	Ralph Laraway, 1222 San Fernando Rd.

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 3. Conductors eastward Santa Fe trains originating Bakersfield show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with engineers.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains “SAN JOAQUIN” when handled by engines which are permitted speeds of 75 MPH or over.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such trains is passing distant signal three-fourths mile beyond the slow board:

MOJAVE-BURBANK JCT.

Eastward	Westward
......	415.50
459.81	462.96
461.92	463.14

RULE 14 (d). As specified below, ——— ——— ——— ——— o will be indication that flagman may return from west as prescribed by Rule 99.

Biola Jct.	Trains on Los Banos Subdivision.
Fresno	Trains on Pratton line.
Famoso	Trains on Porterville line.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia line.
Goshen Jct.	Trains on Riverdale line.

RULE 14 (e). As specified below, ——— ——— ——— ——— ——— ——— will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Porterville line and Clovis Branch
Porterville	Trains on Success Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia line.
Ingle	Trains on Riverdale line.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on Owenyo Branch.

RULE 17. Mars Signal Light on engines so equipped must not be used.

RULE 19. Santa Fe trains will use markers with yellow lens instead of green lens and yellow indication will be considered the same as green indication.

RULE 21 (B). Engines on extra trains on Keeler Branch will not display white flags or white lights.

RULE 21 (C). In Bakersfield and Fresno indicators must be displayed to relief track.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Westward Santa Fe trains via Southern Pacific will obtain clearance and train orders from operator Santa Fe station Bakersfield authorizing movement from Oil Junction westward.

Eastward Clovis Branch trains destined to Fresno Interurban obtain train orders or clearance from operator at Fresno Tower, authorizing movement over Fresno Interurban.

Trains to or from Western Division at Ingle must obtain two clearances. One endorsed “San Joaquin Division” and one endorsed “Western Division.”

Trains via Visalia and Riverdale branches must obtain clearance before leaving Goshen Jct. when operator on duty.

If no operator on duty trains originating may leave without obtaining clearance at Ducor, Searles or Owenyo.

Westward trains to Mojave Subdivision at Burbank Junction must obtain two clearances, at initial station on Los Angeles Division, one endorsed “Los Angeles Division” and one endorsed “San Joaquin Division.”

Trains to or from Mojave Subdivision are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal, except trains originating.

Eastward trains originating Fresno Yard are not required to obtain clearance at Fresno.

Trains will not be required to obtain clearance at Kern Jct. and Bakersfield except trains originating or receiving orders at these stations.

Eastward trains with running orders terminating at Burbank Junction may proceed beyond that station without clearance, being governed by train order signal.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule.

RULE 83. Identification may be made by trains between Fresno and Calwa Tower, Bakersfield and Bena and Tehachapi and Mojave to be applied on or at end of double track and by westward trains between Fresno and Fresno Yard and eastward trains except first-class may identify westward trains except first-class between Fresno Yard and Fresno to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

RULE 83 (A). At the following stations, only the trains indicated will register:

Fresno Yard	Trains originating or terminating.
Oil Jct.	
Palmdale	
Saugus	
Famoso	Trains to or from Porterville line.
Tehachapi	First-class trains, and trains originating or terminating.
Goshen Jct.	Trains to or from Visalia and Riverdale Branches, and extras originating or terminating.

Conductors and engineers arriving at Mojave from Tehachapi subdivision may comply with Rule 83 (A) by telephoning information. Telephone located in pump house across lead from eating house. Call 1 long ring.

Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to operator Bakersfield, who will enter on register and verify by repeating registration.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter on Southern Pacific register located at Santa Fe station Bakersfield and verify by repeating registration.

Operator Fresno will report arrival and departure of all trains originating or terminating at Fresno to operator Fresno Yard who will enter on register and verify by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Bakersfield	No. 51 and eastward first-class trains except No. 56.
Kern Jct.	Santa Fe trains, S. P. first-class trains and westward light engines.
Tehachapi	First-class trains.
Mojave	No. 51 and No. 52.
Famoso	Trains to or from Porterville line.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
206.32	Fresno (Pratton-Bakersfield line)	210.79
208.44	“ (Biola-Porterville line)	208.15
199.07	“ (Merced-Clovis line)	209.60
219.34	Selma	221.61
224.72	Kingsburg	226.41
238.47	Goshen Jct.	240.18
244.60	“ “ (Hanford-Visalia line)	246.29
249.22	Tulare	251.08
279.96	Delano	281.81
307.66	Bakersfield	321.09
	“ (McKittrick line)	315.67
	“ (Arvin line)	317.02
358.97	Tehachapi	362.62
367.72	Eric	368.97
378.87	Mojave	382.43
	“ (Owenyo line)	381.60
404.50	Lancaster	405.94
412.93	Palmdale	414.50
419.88	Vincent	420.93
449.37	Saugus	452.60
448.17	“ (Santa Paula line)	
460.87	San Fernando	462.10
219.01	Sanger	220.47
229.09	Reedley	230.78
234.31	Dinuba	235.72
256.33	Exeter	257.96
262.09	“ (Visalia line)	
263.40	Lindsay	265.00
274.11	Porterville	275.72
	“ (Success line)	275.97
228.63	Armona	230.00
230.22	“ (Coalinga line)	
231.58	Hanford	233.12
251.83	Visalia	254.05
End track	Coalinga	265.78
228.54	Friant	End track
427.68	Searles	429.05
522.26	Owenyo	523.26
559.30	“ (Laws-Keeler line)	560.45
574.79	Keeler	
End track	Laws	507.49

Fresno.—Trains or engines will not move against current of traffic on double track, except on authority of yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags installed, protecting crossings during movements, except where crossing flagmen located.

Trains must receive proceed signal from yardman, green flag by day and green light by night, between Tulare Street (east of passenger station) and Merced Street (west of passenger station).

Westward trains via Pratton line must receive signal from yardman at Divisadero Street, green flag by day and green light by night.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

Mojave.—First-class trains will move between Signals 3802 and 3811, Mojave, with caution irrespective of time-table superiority, if switches are properly lined. Other trains and engines entering or leaving Mojave must receive proceed signal, from yardman, green flag by day and green light by night, unless otherwise instructed by yardmaster or his representative.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:

Passenger trains.........———.
Freight trains...........o ——— o.

Santa Fe:

Passenger trains.........——— o.
Freight trains...........——— o ———.

RULE 95. Eastward trains from San Joaquin Division holding train order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE D-97 (A). Applies between Kern Jct. and Bena, Tehachapi and Mojave. Eastward extras originating Eric and Summit Switch will respect run late and other non-restrictive orders.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.

A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.

A. T. & S. F. Railway, 602 feet east of Visalia, STOP. Do not pass over crossing without receiving proceed signal from flagman, who must precede train.

Laton & Western Railway, 1.8 miles east of Hub, STOP.

A. T. & S. F. Railway (on Success Branch), 4515 feet east of Porterville, STOP.

Fresno Interurban Railway, 1771 feet east of Las Palmas, STOP.

Fresno—Trains from Clovis Branch and Porterville line stop at stop board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at stop board east end of yard.

End of the Visalia Branch is at switch located at MP 239.7 in the Fresno-Bakersfield main track 200 feet west of automatic home block signal 2398.

RULE 99 (C). Will apply on Porterville line and on all branch lines.

RULE 103 (A). At Selma no switching movements will be made over West Front Street while switching industrial tracks east of station building and opposite Libby, McNeill and Libby plant unless crossing is protected by member of crew.

All train movements over Peach and Butler avenues, Fresno, on spur between Goldleaf and State Center, must be protected by flagman.

No train, engine, car or motor shall be left standing within 100 feet of either property line of County Road Crossing or Western Dairy Products track at Tipton, unless crossing is protected by flagman.

At Armona no switching movements will be made over Lake Street crossing unless protected by member of crew.

Trains switching Knudsen Laboratories, Inc. (Creamery) Spur, Visalia, must stop before making reverse movement across Goshen Avenue crossing.

When using spur track McCarthy Tank and Steel Co., 30th Street, Bakersfield, member of crew will see that traffic on highway is protected. This spur must not be switched except during daylight hours. Engines and cars must stop before entering their building.

When using spur track leading to freight station, Bakersfield, member of crew see that highway traffic U. S. Highway 99 protected. After having fouled crossing, it should be cleared as quickly as practicable.

At Keeler no switching or train movements will be made over tracks serving the Natural Soda Products Company beyond signs indicating such location.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Fresno Yard	Clinton Ave. (End of double track.) For eastward track. This is a spring switch.
Fresno	Pratton line, for eastward track. This is a spring switch.
Fresno	Clovis Branch Junction switch is at a point on drill track MP 206.15. This is a spring switch. Normal position will be lined for drill track.
Fresno	Porterville Line, Junction switch is located at point in drill track opposite MP 206.46. Normal position of switch for Porterville Line.
Tehachapi	End of double track, for eastward track.
Mojave	End of double track, for westward track.
Saugus	Santa Paula Branch switch in middle siding, for siding.
Armona	For Coalinga Branch.
Rossi	For Coalinga Branch.
Gosford	For Sunset Ry.
McKittrick	Switch at stem of wye must be set for direct movement along the east leg of wye to serve as derail for cars spotted on stem of wye.

DERAILS IN MAIN TRACK

Goshen Jct.	250 feet east of junction switch on Visalia Line.
Porterville	310 feet east of junction switch on Success Branch.
Famoso	168 feet west of junction switch on Porterville Line.
Mojave	230 feet east of junction switch on Owenyo Branch.
McKittrick	East wye switch is spring switch and serves as derail.

RULE 104 (D). Use of heavier than Mikado class engines in making running switches is prohibited unless engine is routed over tangent track.

RULE 105. Ducor: Track next to and north of main track will be used as siding. Second track north of main track, will be used as Minkler Southern Ry. main track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for M. S. Ry. main track.

Goshen Jct.: Siding No. 1 is first track north of Fresno-Bakersfield main track, and is assigned for use of westward trains.

Siding No. 2 is second track north of Fresno-Bakersfield main track, and is assigned for use of eastward trains.

Siding No. 3 is track south of Fresno-Bakersfield main track, between MP 239.1 and MP 239.7 and may be used by trains in either direction.

Famoso: First track north of Goshen Jct.-Bakersfield main track, between junction switch (Signal 2929) and Signals 2916-3087 is designated as Porterville line main track, and will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct.-Bakersfield line, and is not protected by block signals.

Trains from Porterville line will stop to clear cross-over at Signals 2916-3087 and if track is seen to be clear, may proceed with caution not exceeding 12 MPH to junction switch.

Trains to Porterville line will proceed with caution not exceeding 12 MPH from junction switch to cross-over Signals 2916-3087.

Normal position inside switch cross-over, Signals 2916-3087 will be for movement to Porterville line.

Track south of Goshen Jct.-Bakersfield main track is designated as westward siding and assigned for use by westward trains on Bakersfield-Goshen Jct. line.

Caliente, Bealville, Marcel and Vincent: Track next to main track will be used as eastward siding; adjoining track will be used as westward siding. Inside siding switches are spring switches and normal position is for train entering siding. Trains entering siding, passing an inoperative signal, must assure themselves this switch is properly lined.

Tehachapi: Tracks No. 1 and 2 next to main track west of station building will be used as westward sidings. Track No. 3 is for the exclusive use of light and for helper engines awaiting movement. Such engines must be brought to rest on this track sufficient distance from east switch to permit clearance for additional engines entering that track.

Ravenna: Siding on station side of main track is known as No. 2 siding and will be used by first class trains required to take siding unless otherwise instructed by train order.

Saugus: The siding east of the station building will be used as the westward siding; the siding west of the station building as the eastward siding. Track opposite station building extending from westerly connection 863 feet east to connection with main track 722 feet west of station building is designated as middle siding. First-class trains required to take siding at Saugus will use middle siding unless otherwise instructed by train order.

RULE 221. Light will not be displayed in train-order signals on Porterville Line and branch lines except when train-order operator is on duty.

RULE D-251. Will apply on both tracks as follows:

Between Calwa Tower and Fresno Yard;
Between Bakersfield and Bena;
Between Tehachapi and Mojave.

When authority is conferred under this rule, care must be taken to avoid delaying first-class and other trains.

AUTOMATIC BLOCK SYSTEM

RULE 505. Track between Tuolumne Street and Ventura Avenue, Fresno, not protected by block signals. Be governed by Rule 93.

Eastward passenger trains arriving Bakersfield may pass Dwarf Signal 3132 displaying stop indication without stopping when necessary to clear Baker Street crossing with rear of train. Enginemen must see that switches are in proper position immediately east of signal and comply with provisions of Rule 509(F).

Warren and Saugus: When dwarf light signals located at either end of siding Warren or west end eastward siding Saugus indicate "stop", trains entering siding must be preceded by a flagman.

Saugus: If Signal 4515 SA displays "stop", comply with Rule 663 (b) after which train may proceed through the automatic portion of the block with caution, not exceeding 12 MPH.

If signals 4494, 4505 or 4506 Saugus indicate "stop," train after stopping, may proceed with caution, not exceeding 12 MPH.

Burbank Jct: When eastward freight trains have more cars than can be placed between San Fernando Road and interlocking home signal at Burbank Junction, and Signal 4704 indicates "stop", stop must be made west of Signal 4704 and signal operator called by telephone, located on post opposite Signal 4704.

Exeter: Signal 2628 junction Visalia Branch normally indicates "stop" until cross-over lined.

Searles: Block Signals 4277 and 4268, located at east and west end of Tunnel 29 at Searles. Knife switches installed in relay boxes these signals for use of motor cars passing through tunnel. Motor cars must stop before entering tunnel and if signal indicates "proceed", switch in box should be thrown to reverse position which will place signals at "stop". After passing through tunnel, switch must be thrown to reverse position.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2016 P-2020	Fresno, Clinton Ave., Spring switch end of double track.	
P-3546 P-3556	Slide detector fence between Tunnels 14 and 15..	P-3557
P-4046	Lancaster, Spring switch west end siding.	
P-4160	Harold, Spring switch west end siding.	
P-4248	Paris, Spring switch west end siding.	
P-4288	Ravenna, Spring switch west end siding.	
P-4296 P-4298	Ravenna, Spring switch east end siding..........	P-4297
P-4338	Russ, Spring switch west end siding and slide detector fence center of Russ.	
P-4346 P-4348	Russ, Spring switch east end siding and slide detector fence at MP 435.	
	Russ, Spring switch east end siding and slide detector fence center of Russ..................	P-4347
	East of Russ, slide detector fence at MP 435.....	P-4365
P-4382	Lang, Spring switch west end siding.	
P-4392 P-4394	Lang, Spring switch east end siding.............	P-4393
P-4466	Honby, Spring switch west end siding.	
P-4541	Newhall, Spring switch east end siding.	
P-4610	San Fernando, Spring switch west end siding.	

Westbound "A" Signals at west end Cable governing westward movements on main track and from siding, have included in their control the slide detector fence between Tunnel 14 and 15. Trains stopped by these signals must comply with Rule 510 in addition to Rule 776.

Eastbound "A" Signal governing eastward movements on main track and westbound "A" Signals governing westward movements on main track and from No. 1 and No. 2 sidings west end Tehachapi have included in their control the spring switch at the west end Tehachapi siding. Trains stopped by these signals must comply with Rule 510 in addition to Rule 776.

RULE 512 (B). Dwarf light signals governing movements to main track located as follows: Signals 2001, 2020 and 2022, Fresno Yard; Signals 2565 and 2625 at Exeter; Signal 2870 Ducor; Signal 3627 Summit Switch; and Signal 3679 Eric.

RULE 516. Overlap posts:

Cross—Westward trains—opposite fouling point east switch.
Newhall—Eastward trains—2000 feet east of west switch.

RULE 535. SPRING SWITCHES

Spring switches, equipped with facing point locks, are located as follows: Speed permissible while passing over them will be the prevailing speeds shown on Pages 12 and 13 as applicable to main track and on sidings.

Location		Normal Position
Tehachapi	West end	Main track
Lancaster	West end	Main track
Harold	West end	Main track
Paris	West end	Main track
Ravenna	West and east ends	Main track
Russ	West and east ends	Main track
Lang	West and east ends	Main track
Honby	West end	Main track
Newhall	East end	Main track
San Fernando	West end	Main track

When signal governing the trailing movement through spring switch at any of the above locations indicates stop, switch must be thrown by hand before and after movement has been made.

Push buttons and indication lights to clear signals at east ends of Ravenna, Russ and Lang are in iron boxes on posts. Lights in these boxes indicate push button selection only.

When eastward train is on Main track to let an Eastward train pass, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

Eastward train on siding to let an Eastward train pass should not pass overlap post 500 feet west of signals unless necessary. If necessary to pass overlap post, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

Spring switches, not equipped with facing point locks, are located as follows, and speed indicated must not be exceeded when passing over them:

Location	Normal Position	MPH
Fresno, Clinton Ave., End double track	Eastward track	
	Trailing westward	35
	Facing eastward	25
Fresno, junction Los Banos Line	Eastward track	
	Trailing eastward	15
	Facing westward	10
Bena, West end siding	Westward Main track	
	Facing eastward	25
Caliente, West end siding	Eastward Siding	15
East end siding	Westward Siding	15
Bealville, West end siding	Eastward Siding	15
East end siding	Westward Siding	15
Marcel, West end siding	Eastward Siding	15
East end siding	Westward Siding	15
Tehachapi, West end siding	No. 1 Siding	15
Summit Switch, East end siding	Eastward Main track	
	Facing Westward	25
Vincent, West end siding	Eastward Siding	10
East end siding	Westward Siding	10

RULE 605. INTERLOCKING

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: o o —— o o .

Trains or engines entering interlocking limits, on main track except where fixed signals govern movements must receive authority from signal operator and may then proceed with caution, not exceeding 12 MPH to next signal.

BIOLA JUNCTION

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7½ ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 281 to 290, inclusive.

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Clovis Branch

For main track, —— .
To or from spur track, o —— —— .

SUNMAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville main track

For main track —— .

CALWA TOWER—A. T. & S. F. Crossing and double track 3.6 miles east of Fresno

Eastward trains approaching end of double track will call for switch and derailer —— o —— .

Westward trains, —— .

HANFORD TOWER—A. T. & S. F. Crossing 0.3 miles west of Hanford

For main track —— .

TULARE TOWER—A. T. & S. F. Crossing 0.3 miles west of Tulare

For main track —— .

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track —— .
For movement over crossing on siding, —— o —— .
From S. P. to A. T. & S. F. main track, o —— —— .
Between main track and transfer track o —— o .
No. 1 track, o o —— o .

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green. . . Westward track to S. P. single track.
Yellow. . To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking. Light signals as follows:

Green. . . Eastward main track.
Yellow. . Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

At Kern Jct. only, Rule 628 is modified to permit movement, without stopping, of helper cuts only, past interlocking signals in stop position, provided yellow signal is received from the signal operator in tower or on ground, and helper engineer sees that track is properly lined for movement to be made.

TEHACHAPI

Interlocking limits extend on main track from the eastward signal located one hundred fifty (150) feet west of west switch crossover, end of double track, to westward signal located twenty (20) feet east of east switch to No. 2 track.

Main track movements (to or from double track) —— .
Westward siding, o —— o .

Westward signal, located at end double track, Tehachapi, governing movements from westward main track, has yellow flashing "Call-On" signal installed between upper and lower signals. The lighting of this "Call-On" signal authorizes trains to pass this absolute signal to enter switch leading to No. 2 and No. 3 sidings. It will light only when train or engine is spotted within 300 feet in advance of this "Call-On" signal. Top signal governs movement from westward main track to single track. Lower signal governs movement to No. 1 siding only.

VINCENT, SAUGUS

Trains stopped by signals must communicate with signal operator by telephone located in telephone booths at east and west switches and be governed by his instructions. If instructed by signal operator to throw interlocked switch by hand, follow instructions posted in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position, unless instructed by signal operator to leave switch open.

When for any reason, proceed indication of an interlocking signal cannot be acted upon at once signal operator must immediately be notified.

VINCENT

The east and west switches of sidings at Vincent are interlocked and controlled from train-order office. All other switches are normally operated.

Interlocking limits extend on main track from the eastward signal, located fifty (50) feet west of the west switch, to the westward signal, located fifty (50) feet east of the east switch.

Trains entering siding will stop clear of adjacent siding unless "proceed" is indicated in light signal governing movement to main track.

When pulling out of siding, when both sidings are occupied by trains moving in same direction, both trains will stop at clearance point and engineers will have an understanding as to which train will move out of siding first, unless otherwise directed by the dispatcher.

SAUGUS

Switch at east end westward siding Saugus and switch at west end Newhall siding are interlocked and controlled from train order office Saugus. All other switches are normally operated.

Interlocking limits extend from point on main track 265 feet west of east switch westward siding, Saugus, to point on main track 265 feet east of west switch, Newhall.

Automatic Light Type Signal 4523 has the letter "M" indicator and green light indicator mounted on the mast. The letter "M" displayed, authorizes a movement to continue on main track to the Saugus telegraph office, but must be governed by indications of Automatic and Semi-automatic Signals.

LOS ANGELES YARD—BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles —— . To siding, o o o o o .
To Hewitt, —— o o o o .
To Industrial lead, o —— o .

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from eastward absolute signals 630 feet west of end of double track, Bena, to eastward Signal 3604-SA, located at end of double track, Tehachapi.

Train indicators and signals must be displayed and will be used for identifying trains.

Eastward trains must check register against overdue superior trains at Bakersfield or Kern Junction.

Signal line from the Sand Cut, MP 325.2, to Bealville, MP 340.5, carries 2300 volts. In event this line should be blown or knocked down, wires must not be touched but Signal Maintainer contacted immediately.

Flashing white light on mast of the first "A" signal, governing eastward trains, located east end of Bena, at beginning of C. T. C.

The white flashing light will be displayed as an indication to an eastward train standing on eastward main track to recall rear flagman preparatory to moving onto single track.

Westward trains stopped by Absolute Signal 3281-SA must observe C. T. C. rules within C. T. C. limit and Rule 509 (F) within automatic portion of the block beyond. If no delay or interference with normal speed of Westward trains, Ilmon to Bena, and no condition of engine or train which will interfere with normal speed, Bena to Bakersfield, a clear indication of this signal will authorize train to proceed to Bakersfield, regardless of superiority of trains. Otherwise, trains which might delay first-class or other trains operating under Rule D-251, Bena to Bakersfield, must stop at East end of Bena and call Dispatcher.

Dwarf Light Signal 3273, at clearance point West end of Bena siding, governs movements from siding to Westward main track. When letter "M" is displayed by indicator located thereon, it will authorize trains to enter and continue on Westward main track, irrespective of superiority. When signal indicates "Stop," movement must not be made to main track except on telephone authority of the Dispatcher and then as prescribed by Rule 509 (F) and Rule 99.

Caliente. East house track switch is equipped with electric lock. Permission must be obtained from Dispatcher to use this switch.

Eastward trains on main track must proceed Eastward to a point East of Westward absolute signal located 200 feet East of East house track switch before switch can be unlocked. After Dispatcher's permission is obtained, door in box locked with switch lock adjacent to main track switch should be opened; semaphore indicator will clear when Dispatcher has released the electric lock. Then lock can be operated by moving lever up and to the left. Main track switch to house and derail must then be lined. Dispatcher may then display flashing yellow light in "Call-on" signal, which is attached to right of mast and between upper and lower signals of Absolute Signal 10 feet East of East main track switch, which will confer authority to pass this Absolute Signal into house track.

Westward trains desiring to enter house track from East end, after obtaining Dispatcher's permission, must proceed past Westward Absolute Signal located 10 feet East of East main track switch before electric lock can be released.

Trains desiring to enter main track from house track, after obtaining Dispatcher's permission, will reverse derail which will light Absolute Signal located at derail at East end of house track, then unlock electric lock as explained above and reverse main track switch and be governed by indication of dwarf Absolute Signal located at derail at East end of house track.

After movements are completed, both switches and electric lock must be returned to normal and locked.

"Call-on" signal heretofore described may be used for making switching moves against a train on main track West of Eastward Absolute Signal at clear point East end of Caliente. It will light only when train or engine is spotted within 150 feet in advance of this "call-on" signal, provided dual control switch is normal and locked in motor position.

Emergency release has been installed in electric lock on East Main Track switch of house track, Caliente.

This release is located inside of box, directly above semaphore indicator, and is secured by car seal.

If, after following instructions for operating electric lock, and lock does not release, when permission is received from Dispatcher, break and remove car seal. Lock may then be released by holding in button and moving lever up and to the left.

Rowen. A yellow flashing call-on signal will be installed on mast of "A" signal, located on signal bridge, center of Rowen, governing movements of Westward trains from upper siding Rowen. This call-on flashing signal will be installed on signal mast midway between the top and the bottom signal heads.

When both top and bottom light type signals indicate "Stop" as per Rule 290, Fig. 6, and the yellow flashing signal is operating, a train after stopping may proceed from upper siding into lower siding, prepared to stop short of a train or engine occupying this siding.

A yellow flashing call-on signal is installed on right side and near bottom of dwarf light type "A" signal, located West of cross-overs on east end of lower siding Rowen, governing movements of Eastward trains from lower siding.

When both top and bottom light type signals indicate "Stop" and the yellow flashing signal is operating, a train after stopping may proceed from lower siding into upper siding, prepared to stop short of a train or engine occupying this siding.

RULES 705, 707, 708, 709. Take-Siding Indicators.

Bena—On signal D-3262 on eastward main track.

Saugus—On signal 4488 west of Saugus.

RULE 824. INSTRUCTIONS FOR SETTING BRAKES

MOJAVE

Passenger Trains—When road engine is detached, two brakes on east end and two brakes on west end on trains of 16 cars or less will be set. When train is set out to tie up, at least half of the brakes on the train will be set but in case train consists of 2 or 3 cars, 2 brakes will be set.

Eastward Freight Trains: On trains of 72 cars or less, set ten brakes on east end and 10 in the middle. Trains of 73 to 102 cars, set 15 brakes on east end and 15 in middle.

Westward Freight Trains: On trains of 72 cars or less, set 10 brakes on east end, 5 in middle, and 5 on west end. Trains of 73 to 102 cars, set 15 brakes on east end, 10 in middle, and 5 on west end.

CALIENTE and WOODFORD (When taking water)

Freight trains (Eastward)—First helper will spot for water, 5 brakes will be set ahead of this helper, 5 behind road engine and 5 ahead of second helper. First helper will keep engine brake applied until ready to proceed.

In complying with the above hand brakes on freight trains must be set with brake club (except power brakes set by hand) after train has stopped. When for any reason hand brakes are released under these conditions, the same number must be set to replace them. Where the use of hand brakes is required, air brakes must not be relied upon as a substitute.

If the road engine and first helper are spotted at same time to take water at Woodford, Ravenna and Caliente, automatic brakes will be released and it will not be necessary to apply hand brakes as long as road engine remains on the train.

When either train or engine crew leave train for any reason, sufficient hand brakes will be set to hold the train.

RULE 825. In leaving cars on any track in non-grade territory, brakes will be applied both ends of cuts to prevent movement by heavy winds.

Cars must not be left so will obstruct view of an approaching train by autoist or pedestrian, and when a crossing is cut distance of 100 feet on each side of crossing must be left clear, or flagman must protect until cars are re-coupled.

In cutting crossing Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

San Fernando grade crossing (Turkey Creek Crossing) near Mile Post 470.8 is closed except for emergency use of fire trucks, ambulances, etc. This emergency crossing must not be blocked by cars or engines when unattended.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 837. Switching movements from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track.

Do not handle cars ahead of engine descending grades unless chained together. Whenever possible when switching on heavy grades, engine should be kept on the descending grade end of cars being handled or switching moves made toward derail. Avoid as far as practicable leaving one car standing on grade. When necessary to leave car standing on grade with brake set, car must be securely blocked. Cars should not be cut off until they stop and they must be properly secured in all cases.

At Tehachapi when switching on descending grade and when switching industrial track leading from westward main track east of station building switches must be lined for movement from main track to No. 3 track so derail at west end of this track will protect against any emergency.

Switching moves on eastward main track east of station building Tehachapi must be protected in the same manner by keeping crossover lined for movement from eastward main track to house track until switching is completed.

RULE 843. If train split at two sidings for purpose of meeting or passing trains, conductor accompany both portions of train.

RULE 867. May be disregarded when message to pick up specific cars is given conductor by proper authority.

RULE 869. Brakemen will ride on top of trains entering and leaving terminals, through interlocking; also Vincent to Saugus; Vincent to Palmdale; Summit Switch to Mojave; Summit Switch to Ilmon; Tunnel to Burbank (except rear brakeman); Searles to Cantil; McKittrick to Lokern and at other places as instructed by conductor. Between Mojave and Ilmon and between Vincent and Saugus rear swing brakeman at the discretion of conductor, may be permitted to ride in cupola of caboose or on portion of train assigned to him. Rear brakeman will watch track to rear of train between these points. Other brakemen must ride near the middle of portion of train assigned to them. Trainmen must not ride on top of train while passing through Tunnels 21, 22 and 25.

RULE 873. Engines must not be blown out while passing CTC relay shelters.

Engines with side blow-off cocks must not be blown off when passing through cuts at MP 374, westward Main; MP 374.5 on both east and westward Mains; and MP 375.7 to MP 376 on eastward Main, Warren.

RULE 883. Engines will not be left on westward siding at Tehachapi while crews are eating. When engines are left unattended, the reverse lever will be left on center, cylinder cocks will be left open, independent brake valve or straight air valve will be left in service position, noting amount of brake cylinder pressure before leaving the engine. No member of crew will leave engine before engine has stopped, and when engine or engines are left alone, tank brakes should be set in addition to independent brakes.

This will apply at other points where similar conditions exist.

TRAIN INSPECTION

At following stations freight trains on descending grade between Caliente and Lang, will stop 10 minutes to allow heat to equalize in wheels and make inspection:

Ravenna Marcel Rowen	Or in making other stops inspection may be provided when initial run is not less than 4 miles nor more than 10 miles, succeeding runs not to exceed 10 miles.

Owenyo Branch—Rand.

Freight trains stopped at Paris for other operating reasons for not less than 10 minutes or more than 25 minutes will make an inspection and subsequently run may be made to Lang.

Westward light engines equipped with tire coolers are not required to stop for inspection between Tehachapi and Caliente, except AC type and engines not equipped with tire coolers must stop sufficient length of time for one inspection between Cable and Bealville.

Light engines not required to stop at Ravenna for inspection.

Between Bakersfield and Fresno freight trains may operate from one water stop to another for inspection provided in the judgment of the conductor and engineer it is safe to do so, except westward trains handling loaded oil cars will stop within first twenty-five (25) miles for thorough inspection but may make run to Delano if stopping there for other reasons. Speed of 30 miles an hour will not be exceeded from point where loaded oil cars are picked up to first inspection stop.

Run may be made by westward freight trains, Saugus to Mojave and Cantil to MP 450.0 without stopping for train inspection when in the judgment of the conductor and engineer it is safe to do so. Inspection will be made at any intermediate stops.

All passenger trains except regular Nos. 55 and 56 entering Mojave and Tulare will slow down sufficiently to permit head brakeman to drop off at about the point where rear of train will stop. Head brakeman will make rolling inspection as train passes by him and then walk the length of train on opposite side, giving careful attention to running gear and particularly journal boxes.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and Timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight and mixed trains will be 80 pounds.

FREIGHT TRAINS

RULE 24. Rear end test will be made in accordance with Rule 24 (b) and this test will also be made at the following places under conditions hereinafter stated:

Summit Switch Vincent Eric	Westward freight trains stopping.

Between Saugus and Bakersfield; Owenyo, Keeler and McKittrick Branches. (When applicable between Saugus and Bakersfield; Owenyo, Keeler and McKittrick Branches, Rule 24(c) may be applied.)

Rear end test at Mojave will be made in accordance with Air Brake Rule 24 (b).

Summit Switch. Freight trains not stopping at Summit Switch will make running air brake test between siding switches. Trainmen will note reduction on caboose gauge and following build up in pressure when brakes are released, give proceed signal which will be relayed by other trainmen from their portion of the train, provided they note retainers releasing in their portion of train.

Running test will be made as follows: Engineer, while working steam will make reduction of approximately 7 pounds, waiting for slack to adjust itself, then add 3 pounds before releasing.

Whenever rear end tests have been made on freight trains at Techachapi, Monolith, or Eric, running test on such trains will not be required at Summit Switch.

Vincent. Freight trains not stopping at Vincent will make running air brake test between siding switches. Train and engine crews will be governed by instructions for making running test at Summit Switch.

Westward freight trains not stopping Vincent will turn up retaining valves at or near east distant signal. Eastward freight trains not stopping will turn up retaining valves at or near west distant signal.

At Vincent where rear end test is required of freight trains stopping, test will be made in accordance with Air Brake Rule 24(b), and first car ahead of caboose may be considered rear of train when helper has been detached immediately ahead of caboose.

Leading engineer will not signal for rear end test on trains having helpers until such helpers indicate by one sound of the whistle that the train is ready for the test.

Before a train which has stopped on grade is given signal to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

RULE 32. The maximum tonnage per operative brake between Caliente and Mojave, Palmdale and Saugus is 125 M's provided speed is not in excess of 20 MPH, (22 MPH from MP 417.0 to MP 414.8 and from MP 446.2 to MP 450.6), Air Brake Rule 19 is properly complied with and brakes are in proper adjustment. Before commencement of trip on descending grade, conductor shall inform engineer of the tonnage per operative brake in the train. Between Searles and Garlock 150 M's.

RULE 33. Retainers will be used on freight trains as follows:

Eastward trains (45 or more cars)	Tunnel or Sylmar to Burbank Jct.	400 Ms per retaining valve
Eastward trains	Cameron to Mojave	100 Ms per retaining valve
Eastward trains	Vincent to Lang	100 Ms per retaining valve
Westward trains	Tehachapi to Tunnel No. 1 (MP 337.1)	100 Ms per retaining valve
Westward trains	McKittrick to Lokern	115 Ms per retaining valve
Westward trains	Searles to Garlock	150 Ms per retaining valve
Westward trains	Vincent to Harold	10 Retainers.

If not sufficient cars in train to make an average of 100 M's per retainer Cameron to Mojave, Vincent to Lang and Tehachapi to Tunnel No. 1, all retainers in train will be turned up.

Eastward freight trains stopping at Summit Switch and on which the retainers have been turned up, if train brakes applied, a speed of 20 MPH must not be exceeded Summit Switch to one mile east of Cameron.

It is permissible to turn down retainers on eastward freight trains after passing through Tunnel 19 (MP 437.4).

Speed of freight trains will be reduced or stopped if necessary at points where trainmen are required to handle retainers.

Retainers must not be turned down on eastward freight trains entering Mojave until train comes to rest on designated track.

On eastward trains handling 20 or more cars of rock or sand, one retaining valve must be turned up for each 150 Ms, Roscoe to Los Angeles Yard, and continuous run may be made between these points. If stop made between Burbank Junction and Los Angeles Yard for other operating reasons, retaining valves may be turned down if not required beyond.

If all retainers in train not already required three additional retainers will be used for each helper engine cut in the train on descending grade.

PASSENGER TRAINS

RULE 39. Make running air brake test Summit Switch and before descending grade at Vincent.

Eastward trains making running test, Rule 39, or road test, Rule 38, at or after leaving Tehachapi are not required to do so at Summit Switch.

Not necessary to make running test on passenger trains leaving Mojave, if the continuity of the brake pipe was not broken.

Eastward Santa Fe passenger trains may leave Kern Junction without making running test.

Within yard limits of Fresno, running air brake test will be made on eastward trains, only, when leaving Fresno.

Running test on eastward passenger trains will be made after passing MP 452, and on westward passenger trains after passing MP 458.

Running test must be made on eastward trains three miles west of Burbank Jct.

On westward passenger trains leaving Bakersfield, running test shall not be made until rear car has cleared Baker Street.

RULE 46. Retainers will be used on passenger trains as follows:

Westward trains—Tehachapi to Tunnel 1 (MP 337.1)—All retainers.

Eastward passenger trains with less than 75% graduated release equipment will use retainers Vincent to Lang.

No. 55 will not use retainers Vincent to Palmdale when consist is not in excess of twenty cars but speed will be restricted to twenty miles per hour Vincent to Palmdale when retainers are not used. When consist is in excess of 20 cars, necessary retainers (but not less than five) will be turned up on head cars of train and passenger train speed permitted. Passenger train speed will also be permitted and retainers will not be used when No. 55 has 75% or more graduated release equipment, regardless of length of train.

Retainers on all head end cars of eastward passenger trains except No. 56 will be turned up at Summit Switch, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave.

Retainers on all head end cars on No. 56 will be turned up at Tehachapi, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of train must not exceed 40 MPH.

Nos. 51 and 52 having not to exceed 3 head end cars and other trains not to exceed 2 head end cars, available retainers will be used Cameron to Mojave and Tehachapi to Tunnel 1 unless more retainers are requested by engineer.

Trains having more than two head end cars not equipped with retainers or on which the retainers are not accessible, conductors will advise Chief Dispatcher from Mojave westbound, or Bakersfield eastbound, and will not leave Tehachapi without his permission.

When streamline trains are controlled on descending grades with electro-pneumatic brake, retaining valves will not be used.

In cases where electro-pneumatic brake fails and automatic brake is being used, or where helper engine, not equipped with electro-pneumatic system is used at head end of train and brakes are operated from the helper, retaining valves will be used where required.

On cars equipped with Westinghouse "HSC" brake equipment having electro-pneumatic straight air control, the handle of cut-out cock between No. 21-A Magnet valve and straight air pipe is to be wired in open position.

Electro-pneumatic air brakes will not be used on San Joaquin Streamline trains 51 and 52 until further advised. Train wire connector between locomotive and head car must not be applied.

Mountain cock above deck near brake valve pedestal on locomotives classes GS-2, 3, 4, 5 is part of the electric brake equipment, and handle must be left in brake cylinder pressure position (parallel with pipe) except when used to release driving brake cylinder pressure in electric brake operation.

MISCELLANEOUS

1. Freight trains with twenty or more cars will detach engine when taking water on descending grades of 1% or more.

In freight service with over 50 cars where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engine must be cut off before spotting at column.

Water supply at Bealville is for emergency use only.

Trains taking water at Saugus will avoid use of spout at wooden tank east of station except when so doing will prevent delay. Westward light engines take only sufficient water at Saugus to insure reaching Ravenna.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water, except at Woodford, where first helper spots at No. 3 water column. After stopping, train will be cut ahead of following helper.

4. In helper service:

No helper engines will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Not more than one AC, AM or MM class engine may be placed on head end of any freight train.

One helper may be placed on head end of trains handled by other class engine, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

The use of SP class engines backing in helper service, should be avoided if possible. When necessary to use them, other helper power must not be used to shove on this class of engine.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Helper engines on freight trains must be placed in rear through Tunnel 25 (between Newhall and Tunnel).

Engines with cars must not be cut off or coupled to a train while same is in motion.

Engines must not be cut off head end of trains while same are in motion.

When helper engine is coupled behind caboose, angle cocks must not be turned and hose separated while train is in motion.

4(a). For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

Eastward freight trains stopping on siding at Summit Switch, after cutting out helpers, will move forward with road engine sufficient distance to clear eastward main track to permit helper engines on following trains to turn on the wye.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10. Tracks at the following stations must not be used by engines heavier than "C" class:

Traver—Corral Track
Tagus —Packing House Track
Bena —Spur
Caliente—Spur
Newhall—Oil Spur
Wahoo —Quarry Spur

GS engines using creamery track Tipton will make straight set out or pick up backing in at one end and leaving by same switch and will not head through this track.

Engines heavier than "MK" class must not use extension to No. 3 or D.T. tracks at Delano.

Engines of 3200 class or heavier must not use spur track at Vinland.

Engines heavier than 162,000 lbs. on drivers must not use tracks 8, 9, 10, 11 and 12, Bakersfield.

Engines must not pass point 100 ft. from point of frog on Battery Spur Woodford.

Engines heavier than "F" class must not use transfer track at San Fernando more than 300 feet beyond the switch points.

Engines must not use Consolidated Rock tracks, Roscoe, beyond a point 75 feet west of derails west of Radford Ave.

Engines heavier than 274,000 lbs. on drivers must not use track serving Union Supply Company at Roscoe. Sign so indicating is in place at the clear point of this spur.

Engines heavier than "C" class must not leave main track between Mojave and Searles, except at sidings:

Neuralia Cantil Rand

When switching the west end of Saltdale with "F" class engines, engine must not go beyond frog.

Engines equipped with blind drivers must not exceed 6 MPH over switches equipped with self-guarded frogs and switch point protectors:

Fresno Yard......East and west switches train yard track No. 1.
Spur No. 7 east end yard, eastward lead.
Fresno............Stewart and Nuss spur leading off west leg of wye.
East end coal yard No. 1.
Protection tracks leading off coal yard No. 1 at roundhouse office.

Such engines must not operate between Fresno and Famoso via Goshen Jct. nor east of Mojave.

Do not spot for unloading flat cars loaded with poles or piling on team track adjacent to main track without authority from Chief Dispatcher at the following locations:

Octol Lois Rosamond Fargo Taurusa
Ivesta Warren Terra Bella Butler Cameron

At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

Account of close clearances, no switching must be performed on spur track at west end of Prospero while any train movement is being made at the west end of the siding.

Due to impaired overhead and side clearance, the spotting or switching of box cars under the Narrow Gauge High Line at Owenyo is prohibited.

12. Engines, other than GS and Mt class, equipped with pilot snow plow are prohibited from entering Los Angeles Union Passenger Terminal on account of impaired clearances.

17. No sanding flues of engines permitted between Tunnels 18 and 19 (between Russ and Lang).

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

23. Following will govern the handling of switches for the center sidings at Warren and Monolith:

Westward Trains—Heading in.

Switches will be handled in following sequence:

1. Westward main track switch.
2. Center siding switch.
3. Derailing switch.

After Train is in siding.

1. Westward main track switch.
2. Derailing switch.
3. Center siding switch.

Eastward Trains.

Switches will be handled in normal manner.

Flood lights over Highway 99 on spur track into Cotton Compress, Calwa, and spur track crossing Highway west of Jensen Avenue, Fresno, will be operated with hand thrown electric switches, each located in a box on power pole on main track side of Highway.

Trainmen or others using these crossings must close flood light switch before cars foul the Highway and open the switch immediately after cars clear the Highway. This in connection with "black-out" program.

24. At all locations where employes are not provided with 32 inches or more clearance between the outer limits of the car loading and side of structure, either fixed or rail equipment, employes whose duties require their presence on or around all such trains, or on or along tracks where such trains are being operated, must continuously be on the lookout for loads in excess of 10 feet 8 inches in width and 15 feet 1 inch in height, which may move at any time, taking all necessary precautions in order to prevent personal injury or accident.

Freight cars having height of 15 feet 6 inches or greater from top of rail to top of running board and cars with loads of freight in excess of 10 feet 8 inches in width or in excess of 15 feet 1 inch in height when operated in trains must be blocked in a single unit. If number of cars in train permits, such cars shall be located at least five cars from caboose or engine.

Train order will be issued indicating that cars of excess height or excess width are to be handled. Train order must be received in all such cases and shown by conductor or engineer to each brakeman and fireman in the crew. Copies of train order will be addressed to conductor and engineer of all trains that may meet or pass any such train having cars with loads extending beyond sides of car. Conductor or engineer must show these orders to all members of crew.

No member of road or yard crew shall be required to ride on top of a freight car having a height of 15 feet 6 inches or greater from top of rail to top of running board.

30. Maintenance and operation between Newhall and Burbank Jct. are under the jurisdiction of the Los Angeles Division.

Train dispatching between Newhall and Burbank Jct. is under the jurisdiction of the San Joaquin Division.

Operation within limits of LAUPT is covered by separate Book of Rules entitled "Rules for the Government of Train, Engine and Yard Service Employes operating in Los Angeles Union Passenger Terminal," last issue of which is dated August 1, 1941.

Employes operating in and out of LAUPT are required to have a copy of and be conversant with these rules.

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
	Fresno-Saugus—Main Track	
205.5	Fresno Shop Yard	Water tank spout ..... Side
205.5	Fresno	Pullman shed ..... Side
220.7	Selma	Libby-McNeill & Libby ..... Side
313.2	Bakersfield, roundhouse turnout tracks	Sandhouse ..... Side and Overhead
313.2	Bakersfield	P. F. E. ice dock ..... Side
313.2	Bakersfield	Pullman shed ..... Side
313.2	Bakersfield	Air pump house ..... Side
313.2	Bakersfield	Gravel Bunkers, Gravel Pit ..... Side and Overhead
440.1	East of Lang	Tunnel 21 ..... Overhead
441.5	East of Lang	Tunnel 22 ..... Overhead
	Fresno-Famoso via Porterville	
205.5	Fresno	S. J. L. & P. Corp. plant ..... Side and Overhead
253.5	West of Lort	Kaweah river bridge ..... Side
257.4	Exeter	Visalia Elec. R. R. trolley poles ..... Side
	Fresno-Friant	
205.5	Fresno	Alley Drill Track, Fulton ..... Side
	Bakersfield-McKittrick	
345.4	Kilowatt	Power House ..... Overhead and Side
	Laws-Keeler	
522.7	Zurich	Loading ramp on house track ..... Side
506.8	Laws	Water tank spout ..... Side
	Mojave-Owenyo	
426.8	West of Searles	Tunnel 29 ..... Overhead
484.1	Between Sykes and Loco	Water tank spout ..... Side
519.4	East of Lone Pine	Owens river bridge ..... Side
523.0	Owenyo	Highline trestle on Calif. Alkali Co. Spur ..... Overhead and Side
	Saugus-Burbank Junction	
453.7	Newhall	Standard Oil Co. filling racks ..... Side
465.6	Wahoo	Consolidated Rock Co. rock crusher ..... Side and Overhead
465.6	Wahoo	Consolidated Rock Co. piles of rock ..... Side
467.9	Roscoe	Consolidated Rock Co. bunkers ..... Both Sides
467.9	Roscoe	Consolidated Rock Co. sand piles and switch stands ..... Side

When in use, apron on beet dump and beet loading conveyors at stations listed below will not clear a car of greater height than a beet rack.

Tagus
McFarland
Famoso
Lerdo
Edison
Buttonwillow
Lancaster

Employes are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employes must guard against coming in contact with overhead wires or their connections.

SPEED RESTRICTIONS

The following maximum speed will apply to Trains "San Joaquin" when handled by GS, Mt and P-7-8-10-12 class engines (except engine 2470):

	GS and P Class	Mt Class
MP 210 and MP 220	75 MPH	70 MPH
MP 220 and MP 226.2	65 MPH	65 MPH
MP 226.2 and MP 237.8	75 MPH	70 MPH
MP 237.8 and MP 256.8, except:	65 MPH	65 MPH
AT&SF crossing, Tulare Tower	40 MPH	40 MPH
MP 256.8 and Oil Jct	75 MPH	70 MPH

When consist of Trains "San Joaquin" includes conventional equipment either head end or coach, excepting head end cars 5069, 5070, 6083, 6085 and 4119, speed restrictions under heading Passenger, Page 13 of Special Instructions will apply.

When interlocking signals at Vincent, Saugus and Newhall indicate proceed trains may run at speed but must run through other interlockings with caution.

Trains must not exceed 6 MPH over wye and packing house tracks at Locans. On spur leading from Pinedale trains must not exceed 20 MPH on tangent, 10 MPH on curves, 10 MPH on pocket track Saugus extending west from westward siding.

Trains must not exceed 10 MPH through sidings, crossovers and turnouts, except spring switches unless otherwise authorized. See list of such switches on Pages 8 and 9.

Speed of trains entering, leaving and passing through sidings in CTC controlled territory is as follows:

All trains and light engines running forward	15 MPH
Engines backing	10 MPH

Trains must not exceed ten (10) MPH through stub switches at the following locations between Laws and Keeler:

Zurich	East and West Switches of house track and East and West Switches of stock track.
Monola	West Switch.
Laws	Four switches near tool house.
Kearsarge	East and West Switches.
Mt. Whitney	West Switch.
Tramway	Spur.
Keeler	West Switch.

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except eng. 2470;
F-1 class: 3611, 3612, 3615, 3619, 3625, 3634, 3636, 3643, 3652;
F-3 class: 3654, 3656, 3658, 3660, 3661, 3664, 3665, 3666;
F-4 class: 3668, 3674, 3676, 3677, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3692, 3701, 3705, 3706, 3709, 3711, 3716, 3717;
F-5 class: 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3764, 3765, 3766, 3767, 3768.
AC-6 class: 4128, 4130, 4135, 4137, 4142, 4143, 4146, 4150;
SP-1 class: 5003, 5006, 5009, 5011, 5013;
SP-2 class: 5017, 5019, 5020, 5021, 5028, 5029, 5033, 5035;
SP-3 class: 5039, 5040, 5041, 5045.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTION AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines, 35 MPH when handling Freight and Mixed Trains.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger train.

Engines backing with or without cars must not exceed 20 MPH on any curve and approaching any grade crossing.

Switch engines S and SE class must not exceed 20 MPH at any time, and must not exceed 12 MPH along or across any street in Fresno city limits, and 15 MPH between M. P. 417 and Saugus.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With train	Running Forward Light	Running Backward With train or light
DES-200	30	30	30
DES-1 to 7 inc.	40	35	35
DES-100 to 107 inc.	40	35	35

Santa Fe 3800 and AC 4, 5, 6, 7, 8, 10, 11 and 12 class engines are permitted maximum speed of 25 MPH between M.P. 331.4 and west switch Tehachapi, and 28 MPH between M.P. 417 and Saugus.

F 4 and 5, AC 4 and 5 class engines operating between Mojave and Searles must not exceed following speeds:

Mojave—Mile Post 392.4	25 MPH
Mile Post 392.4—Mile Post 393.0	20 MPH
Mile Post 393.0—Mile Post 406.8	25 MPH
Mile Post 406.8—Mile Post 413.7	20 MPH
Mile Post 413.7—Mile Post 426.7	25 MPH
Mile Post 426.7—Searles	20 MPH

Following Santa Fe engines in any class of service must not exceed speed shown below:

Nos. 702 to 707	35 MPH
Nos. 797 to 813	35 MPH
Nos. 909 to 999	32 MPH
Nos. 1621 to 1653	32 MPH
Nos. 1674 to 1693	35 MPH
Nos. 1950 to 1991	35 MPH
Nos. 3129 to 3158	35 MPH

When tenders of engines have water capacity of 7000 gallons or less, except 70-R-1 and 70-SC-1, maximum speed 50 MPH. Tenders having water capacity in excess of 7000 gallons and including classes 70-R-1 and 70-SC-1, same as engine speeds.

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backward.

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

When all the weight has been removed from any one pair of drivers	20
When all the weight has been removed from only one wheel of any pair of drivers	30
When engine truck is removed	20
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When hauled in train, all rods on	30
Class S and SE engines, under all conditions	20

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER								FREIGHT AND MIXED						
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*) SFe-Mt	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2 SFe-3800 Class	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)		E P A Mt GS SFe-Mt	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP SFe-3800 class	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2	Biola Jct.—Mile Post 210, except	40	40	40	40	40	40	40	35	30	40	35	35	30	30	25
2	Interlocking limits Biola Jct	40	40	40	40	40	40	40	35	30	40	35	35	30	30	25
2, 5	City Fresno along or across street crossings	20	20	20	20	20	20	20	20	20	12	12	12	12	12	12
2	Interlocking limits Calwa Tower	35	35	35	35	35	35	35	35	30	35	35	35	30	30	25
2	Mile Post 210—Mile Post 220	65	65	60	50	50	40	40	35	40	40	35	35	30	30	25
2	Mile Post 220—Mile Post 226.5	60	60	60	50	50	40	40	35	40	40	35	35	30	30	25
2	Mile Post 226.5—Mile Post 237.8	65	65	60	50	50	40	40	35	40	40	35	35	30	30	25
2	Mile Post 237.8—Mile Post 256.8, except	60	60	60	50	50	40	40	35	40	40	35	35	30	30	25
2	A. T. & S. F. Ry., crossing at Tulare Tower	40	40	40	40	40	40	40	35	40	40	35	35	30	30	25
2	Mile Post 256.8—Oil Jct	65	65	60	50	50	40	40	35	40	40	35	35	30	30	25
2	Oil Jct.—Mile Post 311	55	55	55	50	50	40	40	35	30	20	20	20	20	20	20
2, 3	Mile Post 311—One mile east Kern Jct., except	35	35	35	35	35	35	35	35	20	20	20	20	20	20	20
2, 3	Entering street crossings in Bakersfield	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
3	One mile east Kern Jct.—Mile Post 325.6	55	55	55	50	50	40	40	35	40	40	35	35	30	30	25
3	Mile Posts 325.6 and 326.0	40	40	40	40	40	40	40	35	40	40	35	35	30	30	25
3	Mile Post 326—Mile Post 331.4, except	50	50	50	50	50	40	40	35	40	40	35	35	30	30	25
3	Eastward over switch end D. T. Bena	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
3	Mile Post 331.4—West Switch Tehachapi	25	25	25	25	25	25	25	25	20	25	25	20	20	15	15
3	West Switch Tehachapi—Mile Post 371.4, except	50	50	50	50	50	40	40	35	35	35	35	35	30	30	25
3	Westward thru crossover end D. T. Tehachapi	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
3	Mile Post 371.4—Mojave, except	30	30	30	30	30	30	30	30	20	25	25	25	25	20	20
3	San Joaquin Train No. 52	45	45	45	45	45	40	40	35							
3	Westward freight trains Mojave to Mile Post 371.4									35						
3	Westward passenger trains Mojave to Mile Post 376.5	55	55	55	50	50	40	40								
3, 4	Mojave Yard, between Standard Oil Co. switch and East switch Mojave yard	30	30	30	30	30	30	30	30	20	20	20	20	20	20	20
4	East Switch Mojave yard—Mile Post 414.8, except	65	65	60	50	50	40	40	35	40	40	35	35	30	30	25
4	Lancaster Street crossings	50	50	50	50	50	40	40	35	30	30	30	30	30	15	15
4	Mile Post 414.8—Mile Post 417.0, except	50	50	50	50	50	40	40	35	40	40	35	35	30	30	25
	Westward freight trains									22						
4	Mile Post 417.0—Mile Post 420.5 (Vincent), except	30	30	30	28	28	28	28	28	25	25	25	20	20	15	15
	Westward freight trains									20						
4	Mile Post 420.5—Mile Post 435.19	30	30	30	28	28	28	28	28	20	25	25	25	20	15	15
4	Mile Post 435.19—Mile Post 436.74	35	35	35	28	28	28	28	28	20	25	25	20	20	15	15
4	Mile Post 436.74—Mile Post 446.22	30	30	30	28	28	28	28	28	20	25	25	20	20	15	15
4	Mile Post 446.22—Mile Post 448.23	40	40	40	28	28	28	28	28	22	25	25	22	22	15	15
4	Mile Post 448.23—Mile Post 450.6 (Saugus)	30	30	30	28	28	28	28	28	22	25	25	22	22	15	15
4	Saugus—Burbank Jct., except	50	50	50	50	50	40	40	35	35	35	35	35	30	30	25
4	East switch Saugus and West Portal tunnel 25	40	40	40	40	40	40	40	35	25	25	25	25	25	25	25
4	West Portal tunnel 25 and Mile Post 458.14	30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
4	Mile Post 458.80—458.94	40	40	40	40	40	40	40	35	25	25	25	25	25	25	25
4	Mile Post 458.14—471.60 (eastward freight trains only)									25						
4	Mile Post 463.8—470.8	60	60	60	50	50	40	40	35	35	35	35	35	30	30	25
4	Burbank Jct., Crossover west of tower	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	ENGINES BACKING (exc. gas-elec. cars)	SWITCH ENGINES S-SE CLASS
5	Fresno—Famoso, except	40	30	30	20	20
5	On curves at MP 218.54 and 218.74	35	30	20	20	20
5	On curve west of Orris	35	30	20	20	20
5	Porterville—Success, except	15	15	15	15	15
5	On curves	12	12	12	12	12
5	Richgrove—Jovista, except	25	25	25	15	20
5	On curves	15	15	15	15	15
5	Armona—Coalinga	25	25	25	15	20
5	Hardwick—Goshen Jct	25	25	25	15	20
5	Goshen Jct.—Exeter, except	40	30	30	15	20
5	On curves at Goshen Jct. and Ambler	30	20	20	15	20
5	Ingle—Hardwick	20	20	20	15	20
5	Rossi—Stratford	25	25	25	12	20
5	Fresno—Gordon, except	25	25	25	15	20
5	On curves at Barton and Maltermoro	20	20	20	15	15
5	Over Fresno Interurban tracks, Las Palmas	15	15	15	15	15
5	Gordon—Friant	20	20	20	15	15
6	Kern Jct.—McKittrick	25	25	25	15	20
6	Magunden—Arvin, except	25	25	25	25	20
6	On curves	15	15	15	15	15
6	Laws—Keeler, except	30	30	20	15	
6	MP 557 to 552, and MP 550 to 547	25	25	20	15	
6	Zurich—MP 520.5	25	25	20	15	
6	MP 529 to 528.5	15	15	15	15	
6	Mojave—Owenyo, except	30	30	30	20	20
6	Over west siding switch, Owenyo	10	10	10	10	10

SPEED OF TRAINS THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Engines Backing
2–5	Fresno, along or across street crossings	20	20	12
2	Fowler, between 6 A. M. and 9 P. M.	30	30	30
2	Fowler, between 9 P. M. and 6 A. M.	45	40	30
2	Selma, between 5 A. M. and 11 P. M.	30	30	30
2	Selma, between 11 P. M. and 5 A. M.	45	40	30
2	Kingsburg, between 6 A. M. and 9 P. M.	30	30	30
2	Kingsburg, between 9 P. M. and 6 A. M.	45	40	30
2	Tulare, between 5 A. M. and 11 P. M.	20	20	20
2	Tulare, between 11 P. M. and 5 A. M.	25	25	25
2	Delano, between 6 A. M. and 6 P. M.	40	30	30
5	Reedley, between 5 A. M. and 11 P. M.	20	20	20
5	Exeter, between 5 A. M. and 11 P. M.	20	20	20
5	Lindsay, between 5 A. M. and 11 P. M.	20	20	20
5	Armona, Lake Street Crossing	20	20	20
5	Visalia	15	15	15

At Fowler, Selma, Kingsburg and Delano speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT:

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2, 3, 4	On tangent main tracks	35
	except SPMW 4044	25
	On tangent branch tracks	20
All	On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2,3,4,5	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2,3,4,5	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2, 3, 4	On tangent main tracks	35
	On tangent branch tracks Except	25
	Clovis, Riverdale, Coalinga, McKittrick, Success, Arvin and Kerman Branches	20
All	On all curves......5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	Through interlockings with caution.	

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

RATING OF ENGINES—SAN JOAQUIN DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield and Fresno via Goshen Jct. Rosamond and Lancaster	Famoso and Fresno via Exeter	Bakersfield to Rosamond	Lancaster to Saugus	Saugus to Lancaster Rosamond to Bakersfield	Los Angeles to Saugus	Saugus to Los Angeles	Mojave to Searles	Searles to Owenyo	Owenyo to Searles	Searles to Mojave	Friant to Fresno	Fresno to Friant Goshen Jct. and Exeter Richgrove and Jovista Oil Jct. and Oil City Magunden and Arvin	Bakersfield to McKittrick	Coalinga to Armona Rossi and Stratford Ingle and Goshen Jct. Porterville and Success McKittrick to Bakersfield	Armona to Coalinga
DES-1,2,3,4,5,6,7	1000 to 1022	2500	....	350	400	350	400	450	....	....	....	....	....	....	....	....	....
DES-100 to 107	1300 to 1395	3600	....	600	650	600	650	700	....	....	....	....	....	....	....	....	....
E-23	1500 and 1502	3100	2450	380	520	470	510	580	690	690	1250	1250	....	....	....	....	....
M-4	1617 to 1713	4150	3300	580	750	680	730	820	970	970	1700	1700	1910	2300	1070	3600	2450
M-6, 8	1721 to 1803, 1823 to 1825	4850	3800	700	900	820	930	1000	1150	1150	2000	2000	2250	2700	1280	4300	2900
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	5100	4050	760	970	890	990	1100	1250	1250	2150	2150	2350	2900	....	....	....
M-11	1832 to 1835	5300	4200	780	1000	910	1000	1130	1300	1300	2250	2250	....	....	....	....	....
T-1	2242 to 2271	3450	2700	470	620	560	630	710	830	830	1450	1450	1600	2000	900	3150	2100
T-8, 9	2161, 2174 and 2178	2500	1950	320	430	390	420	480	560	560	1000	1000	....	....	....	....	....
T-23	2301 to 2310	5050	4000	730	940	850	930	1030	1200	1200	2100	2100	2350	2900	....	....	....
T-26	2283 to 2299	4450	3500	610	800	730	800	900	1000	1000	1850	1850	....	....	....	....	....
T-28, 31	2311 to 2362	5550	4400	820	1050	950	1050	1200	1350	1350	2350	2350	2600	3200	....	....	....
T-32, 40	2363 to 2384	5700	4500	860	1050	990	1050	1200	1350	1350	2400	2400	....	....	....	....	....
T-36	2103	3750	2950	560	710	660	710	780	910	910	1600	1600	....	....	....	....	....
T-37	2105 and 2106	5050	4000	740	940	870	940	1050	1200	1200	2150	2150	....	....	....	....	....
T-57, 58	2385 and 2386	4450	3500	650	830	750	820	900	1100	1100	1900	1900	....	....	....	....	....
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4600	3600	630	800	740	800	890	....	....	....	....	2100	2550	....	....	
P-1	2400, 2403 to 2407 and 2415	4800	3750	630	820	750	840	930	....	....	....	....	2200	2700	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5000	3950	690	870	800	900	1100	....	....	....	....	2300	2800	....	....	
P-6	2453, 2454 and 2458	5650	4450	810	1000	940	1000	1150	....	....	....	....	....	....	....	....	....
P-7	2476 and 2477	6000	4750	860	1100	1000	1100	1250	....	....	....	....	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	6250	....	830	1100	980	1100	1250	....	....	....	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	6250	....	830	1100	980	1100	1250	....	....	....	....	....	....	....	....	....
P-11	3100 to 3109	4900	3850	660	850	770	850	950	....	....	....	....	....	....	....	....	....
P-12	3120 to 3129	6600	....	900	1150	1050	1200	1350	....	....	....	....	....	....	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6100	4800	900	1150	1050	1200	1300	1480	1480	2600	2600	....	....	....	....	....
C-15, 32	2500, 2505 to 2507	3900	3100	590	750	690	740	820	960	960	1650	1650	....	....	....	....	....
C-17	2510 and 2511	4800	3800	750	960	880	950	1050	1200	1200	2050	2050	....	....	....	....	....
C-18	3400 to 3409	5600	4450	870	1100	1000	1100	1200	1400	1480	2400	2400	....	....	....	....	....
C-19	3410 to 3426	5850	4650	890	1150	1050	1100	1250	1450	1450	2500	2500	....	....	....	....	....
TW-1	2900 to 2913	4650	3700	700	900	820	890	980	1100	1100	2000	2000	2200	2700	1250	4150	2800
TW-2, 3	2932 to 2952	3750	2950	540	700	640	690	770	900	900	1550	1550	1750	2150	975	3350	2250
TW-4, 6	2926 to 2931 and 2957	3550	2800	500	650	600	640	720	840	840	1500	1500	1650	2040	900	3175	2150
TW-8	2914 to 2923	5150	4050	770	990	911	980	1050	1250	1250	2200	2200	2400	2950	....	....	....
A-3	3029	3600	2800	430	570	520	580	650	....	....	....	....	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	3600	2850	450	580	530	600	690	....	....	....	....	....	....	....	....	....
A-6	3000 to 3003	4400	3450	600	750	690	700	800	....	....	....	....	....	....	....	....	....
Mk-2, 4	3201 to 3240	6900	5400	1050	1250	1200	1300	1400	1700	....	....	3000	....	....	....	....	....
Mk-5, 6	3241 to 3277	7800	6200	1200	1500	1350	1450	1600	1850	....	....	3300	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	8550	....	1300	1650	1500	1650	1850	2100	....	....	3650	....	....	....	....	....
Mk-10	3295	6550	5200	1000	1300	1200	1250	1400	1600	....	....	2800	....	....	....	....	....
Mk-11	3297 and 3298	6300	5000	980	1250	1150	1200	1350	1550	....	....	2700	....	....	....	....	....
F-1	3600 to 3652	8900	....	1350	1700	1550	1750	1950	....	....	....	....	....	....	....	....	....
F-3	3653 to 3667	10200	....	1500	1950	1750	2000	2200	....	....	....	....	....	....	....	....	....
F-4, 5	3668 to 3769	10200	....	1500	1950	1750	2100	2300	....	....	....	....	....	....	....	....	....
AM-2	3900 to 3911	10150	....	1500	1950	1800	1950	2150	....	....	....	....	....	....	....	....	....
MM-3	3930 and 3931	11800	....	1750	2300	2050	2250	2450	....	....	....	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	12300	....	1900	2450	2200	2500	2700	3000	....	....	5200	....	....	....	....	....
AC-4, 5	4100 to 4125	16000	....	2500	3200	2900	3200	3500	3700	....	....	6700	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	17000	....	2700	3400	3100	3400	3700	....	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8350	....	1200	1500	1350	1550	1750	....	....	....	....	....	....	....	....	....
Mt-2	4385 to 4390	8800	....	1200	1550	1400	1600	1800	....	....	....	....	....	....	....	....	....
GS-1, 2	4400 to 4415	9000	....	1200	1550	1400	1600	1800	....	....	....	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	9200	....	1250	1600	1450	1650	1850	....	....	....	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	12000	....	1800	2350	2100	2300	2500	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 M's	6	6	3	3	3	3	3									
	45 M's to 55 M's	3	3	3	3	3	3	3									
	More than 55 M's	0	0	0	0	0	0	0									

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Fresno	Dr. Chas. A. James	District Examiner and Surgeon.
Fresno	Dr. L. Glynne Price	Oculist.
Fresno		Associate Oculist.
Fresno	Dr. Wayne Hunt	Aurist.
Fresno	Dr. E. A. Patterson	Asst. District Surgeon.
Selma	Dr. J. D. Wagner	District Surgeon.
Fowler	Dr. H. W. Nielson	District Surgeon.
Sanger	Dr. E. C. Halley	District Surgeon.
Reedley	Dr. G. A. Hawkins	District Surgeon.
Exeter	Dr. Reuben C. Hill	District Surgeon.
Dinuba	Dr. Edgar Brigham	District Surgeon.
Kingsburg	Dr. Ewald A. Larson	District Surgeon.
Clovis	Drs. J. E. and C. I. Pendergrass	Emergency Surgeons.
Tulare	Dr. C. M. Mathias	District Surgeon.
Pixley	Dr. J. Seiberth	District Surgeon.
Delano	Dr. Henry A. Rivin	District Surgeon.
McFarland	Dr. Richard W. Johnson	Emergency Surgeon.
Visalia	Dr. F. R. Guido	District Surgeon.
Hanford	Dr. C. T. Rosson	District Surgeon.
Kerman	Dr. J. C. Drake	District Surgeon.
Caruthers	Dr. Geo. A. Meracle	Emergency Surgeon.
Lemoore	Dr. Wm. P. Byron	Emergency Surgeon.
Coalinga	Dr. Bryson E. Cox	Emergency Surgeon.
Porterville	Dr. Thorwald Johnson	Assistant District Surgeon.
Porterville	Dr. W. W. Tourtillott	District Surgeon.
Strathmore	Dr. J. R. Fillmore	Emergency Surgeon.
Lindsay	Dr. H. G. Campbell	District Surgeon.
Bakersfield	Dr. J. M. Krevitt	Div. Surgeon and Examiner.
Bakersfield	Dr. John J. McCarthy	District Surgeon.
Bakersfield	Dr. R. E. Scherb	Asst. District Surgeon.
Bakersfield	Dr. J. M. Kirby	Consulting Physician & Surgeon.
Bakersfield	Dr. R. M. Jones	Oculist and Aurist.
Tehachapi	Dr. Harold L. Schlotthauer	District Surgeon and Examiner.
Mojave	Dr. Harry L. Horswill	District Surgeon and Examiner.
Lone Pine	*Dr. George D. Schultz	District Surgeon.
Bishop	Dr. J. Lloyd Mason	Emergency Surgeon.
Randsburg	Dr. Thomas A. Drummond	Emergency Surgeon.
Lancaster	Dr. W. R. Senseman	District Surgeon.
Palmdale	Dr. N. H. Snook	District Surgeon.
Saugus-Newhall	Dr. E. C. Innis	District Surgeon.
San Fernando	Dr. Richard C. Rush	District Surgeon.

*Subject to call to Independence, Cal., at all times.

Note.—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
WHITE MEMORIAL HOSPITAL	LOS ANGELES

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

DIVISION MILEAGE

MAIN LINES

SAN JOAQUIN DIVISION:

End Western Division to Goshen Jct.	C. P. Ry.	40.10	
End Western Division to Fresno	S. P. R. R.	0.52	
Goshen Jct. to Saugus	S. P. R. R.	213.50	
Fresno to Famoso via Exeter	S. P. R. R.	103.95	
Total main lines			358.07

BRANCHES

Arvin	S. P. Co.	Magunden to Arvin		16.89	
Clovis	S. P. R. R.	Fresno to Friant		24.14	
Coalinga	S. P. R. R.	Armona to Coalinga		40.21	
Fresno Interurban	F. I. Ry. Co.	Barton to Hammond	2.29		
“ “	“	Barton to Belmont Ave.	14.60	16.89	
Keeler	C. P. Ry.	Laws to Keeler		71.33	
McKittrick	S. P. R. R.	Bakersfield to McKittrick		47.61	
Minkler-Southern	A. T. & S. F.	Porterville to Ducor		12.53	
Oil City	S. P. R. R.	Oil Junction to Oil City		6.76	
Owenyo	C. P. Ry.	Mojave to Owenyo		143.15	
Richgrove	S. P. R. R.	Richgrove to Jovista		4.16	
Riverdale	S. P R. R.	Ingle to Goshen Jct.		64.48	
Stratford	S. P. R. R.	Rossi to Stratford		8.26	
Success	S. P. Co.	Porterville (Olive St.) to Success.		7.64	
Visalia	S. P. R. R.	Goshen Jct. to Exeter		16.80	
Total Branches					480.85
Total San Joaquin Division					838.92

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40- 154		78,000		
“ “ — “ “ 153- 224		89,000		
“ “ — “ “ 500- 506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122 300	172,200	164,700
Official. . .(NAC)	170,700	155,370		
“ —Cars 107-128 (ACW)			182,800	182,800
“ —Cars 99, 140-141 (ACW)			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			108,900	104,500
“ — “ —Art. (ACS)			181,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			186,000	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200		194,900	178,900
“ — “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400
San Joaquin (20 Car Streamline Train)			2,104,000	2,104,000
Baggage and Mail (NAC)	137,000			
“ (NAC)	127,000			
Art Chair (ACW)			203,000	203,000
Chair Car (ACW)			122,900	122,900
Diner and Tavern (ACS)			129,650	129,650
Parlor-Obs. (ACS)			106,700	106,700

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS—Air-Conditioned—Steam Ejector System.

TRAINMASTERS

C. G. TANDY	Fresno
G. MORRILL	Bakersfield
R. R. ROBINSON	Mojave

CHIEF DISPATCHERS

E. F. WASEM, Chief Train Dispatcher	Bakersfield
B. F. BRUMFIELD, Assistant Chief Train Dispatcher	Bakersfield
E. P. GIBSON, Assistant Chief Train Dispatcher	Bakersfield
L. A. GRUBBS, Assistant Chief Train Dispatcher	Bakersfield

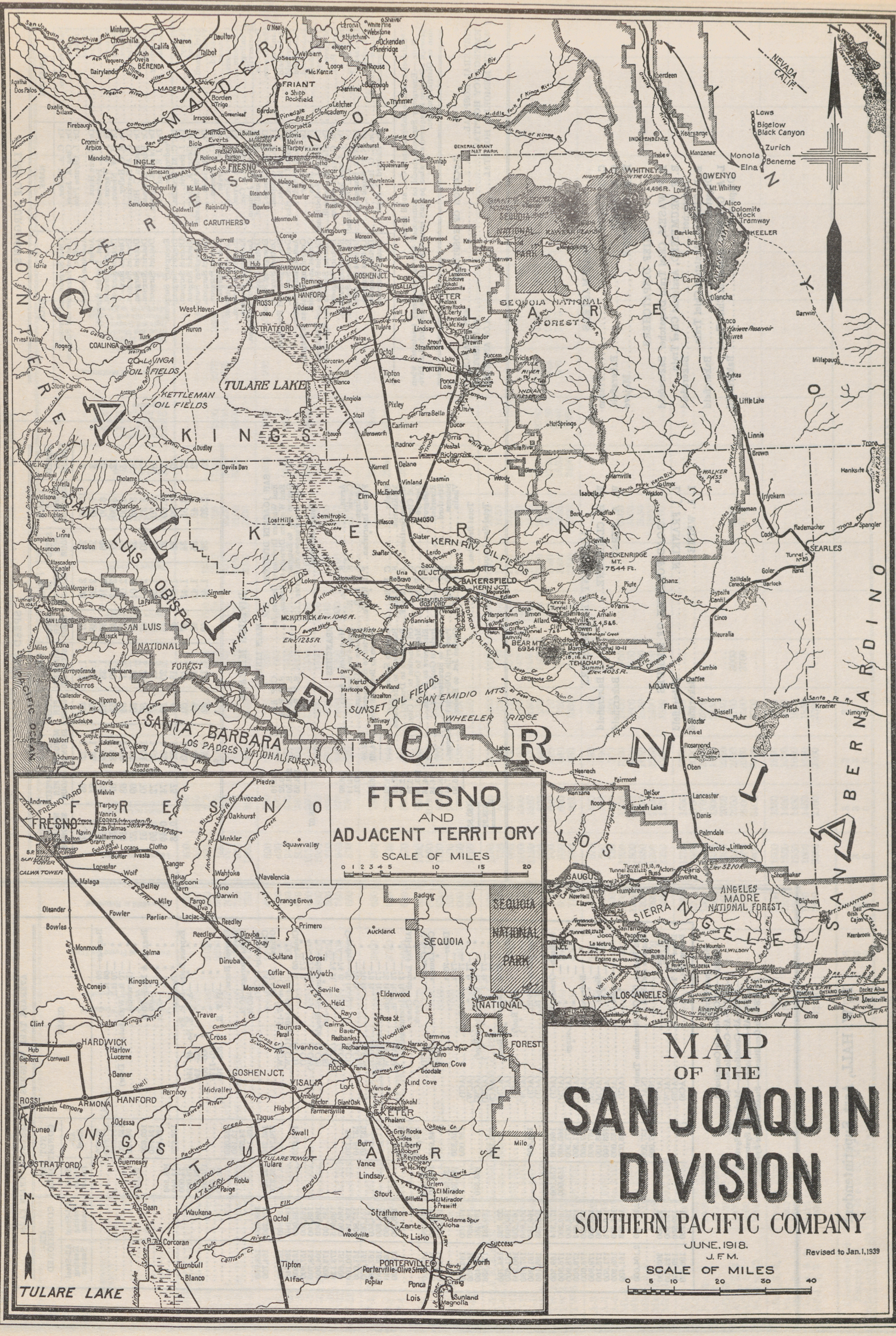
ASSISTANT TRAINMASTERS

W. H. CLAIBORNE	Bakersfield
W. A. HIRST	Bakersfield

ROAD FOREMEN OF ENGINES

L. J. FRANKLIN	Bakersfield
I. A. WEIHE	Bakersfield

H. W. HALL, Asst. Superintendent


CALIFORNIA
FRESNO
MADERA
KINGS
TULARE
KERN
INYO
SAN BERNARDINO
LOS ANGELES
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY
NEVADA
NEVADA CALIF.
N
PACIFIC OCEAN
TULARE LAKE
FRESNO
BAKERSFIELD
KERN JCT.
VISALIA
HANFORD
GOSHEN JCT.
PORTERVILLE
EXETER
COALINGA
MOJAVE
LOS ANGELES
SAUGUS
BURBANK
PASADENA
SEARLES
KEELER
OWENYO
MT. WHITNEY HIGHEST IN THE U.S. 14,496 Ft.
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
GENERAL GRANT NAT PARK
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
TEHACHAPI Summit Elev. 4025 Ft.
KERN RIV. OIL FIELDS
McKITTRICK OIL FIELDS
SUNSET OIL FIELDS
KETTLEMAN OIL FIELDS
COALINGA OIL FIELDS
SAN EMIDIO MTS.
WHEELER RIDGE
SAN LUIS NATIONAL FOREST
LOS PADRES NATIONAL FOREST
ANGELES NATIONAL FOREST
SIERRA MADRE
MT. SAN ANTONIO
ELK HILLS
McKITTRICK Elev. 1046 Ft.
FRESNO AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
TULARE LAKE

MAP
OF THE
SAN JOAQUIN DIVISION
SOUTHERN PACIFIC COMPANY

JUNE, 1918.
J. F. M.

Revised to Jan. 1, 1939

SCALE OF MILES
0 5 10 20 30 40